PATRONS OF HUSBANDRY.

The Thirty-Third Annual Session of the National Grange

Convenes at Springfield, Ohio, Twenty-Six States Being Represented.

Most of the Morning Session Taken Up With an Address by Julien Robinson, Master of the Dominion Grange of Canada—The Afternoon Session Devoted to the Annual Address of Grand Master Aaron Jones and the Reports of Committees.

SPRINGFIELD (O.), Nov. 15. — The thirty-third annual session of the National Grange convened in this city today with Grand Master Aaron Jones of South Bend, Ind., in the chair. Twenty-six States were represented.

While the committees were engaged in their deliberations Grand Master Jones called on Jaben Robinson, Master of the Dominion Grange of Canada, for remarks, and Mr. Robinson took up the most of the morning session, bringing greetings and reviewing the work of the year in the Dominion.

The event of the afternoon session was the annual address of Grand Master Jones, which, together with reports of committees, occupied the time.

Mr. Jones began his address by congratulating the Grange on the prosperous condition of the order. He said the Grange favored national and State laws controlling trusts and State inspection. On the subject of transportation he said:

"Transportation is one of the most important interests in our country, and the just and equitable adjustment of charges for freight and passengers is of the utmost concern to private and public welfare. There were in the United States 184,482 miles of railway on June 30, 1897, valued at $10,635,008,074. The earnings of the railways in the United States for the year ending June 30, 1897, as reported, were $1,122,089,606.

"This vast system of railways was built by authority of franchises granted by the United States and the several States. In the case of the Northern and Central Pacific Railway, large donations of land and the loan of the nation's credit was also given, and in many other cases large donations were made by cities, townships and counties. The franchises gave these corporations power to condemn private lands, to pass through farms, villages and cities, destroying homes in country and city, at prices fixed by disinterested appraisers, virtually by the State. This power was granted to them on the broad principle that these highways were necessary for the public welfare. Under our advanced civilization this is true, but it is also true that private and public welfare demands that these roads be so managed as not to oppress the people or make discriminating charges between citizens or localities in freight and passenger rates, but should give to all citizens the same service for the same money, and that this service should be reasonable and just to shipper and carrier. When so managed, railways are of incalculable advantage to the entire country. Are they and have they been so managed? The Interstate Commerce Commission has made investigation, and I find in their twelfth annual report to Congress the following point:

"'Meanwhile, the situation has become intolerable, both from the standpoint of the public and the carriers. Tariffs are disregarded, discriminations constantly occur, and the price at which transportation can be obtained is fluctuating and uncertain. Railroad managers are distrustful of each other, and shippers all the while in doubt as to the rates secured by their competitors. The volume of traffic is so unusual as to frequently exceed the capacity of equipment, yet the contest for tonnage seems never relaxed. Enormous sums are spent in purchasing business, and secret rates accorded far below the standard of published charges. The general public gets little benefit from these reductions, for concessions are mainly confined to the heavier shippers. All this augments the advantages of large capital, and tends to the injury and often the ruin of smaller dealers. These are not only matters of the gravest consequence to the business welfare of the country, but they concern in no less degree the higher interests of public morality.

"'The conditions now widely prevailing cannot be better illustrated than by reference to investigations of the commission during the last year. These are not isolated and exceptional cases; their counterpart may be found in many localities. The facts thus brought to light carry ther own comment, and nothing said by us can add to their significance.'

"And again, the commission in the same report said:

"'Every consideration of private justice and public welfare demands that railway rates should be reasonable, uniform to all shippers and equitable between all communities. Until needed legislation is supplied that demand must remain unsatisfied and the commission must continue to rest under the responsibility of a duty which it is powerless to discharge.'

"As the law creating the Interstate Commission was largely secured by the influence of our order, the important facts disclosed indicate the wisdom of the order and the necessity for such commission and for further legislation. If the railways of the country were properly and fairly managed, the people would have equal opportunity to compete for business, but as conducted the railways are main support of trusts.'

"Our vast sea coast, our river navigation and our great lakes have in service documented and undocumented vessels exceeding eight millions of tonnage. Nearly four millions of this tonnage is in service on the Mississippi River and its tributaries. On the great chain of lakes extending from Minnesota to New York State sail more ships than enter the port of Liverpool or London. More than double the freight passes through Sault Ste Marie in eight months than passes through the great Suez Canal in a year. Last year 168,000,000 tons of freight passed through Sault Ste. Marie.

"Our coastwise traffic is of the same gigantic proportions. It has been demonstrated that water transportation is much cheaper than by rail. On long distances freight can be carried by steam for one-quarter, and by sail for one-seventh the cost by rail. In view of these facts, should not our order favor the improvement of our harbors on sea and lake and keep our rivers free from all obstructions that interfere with navigation? Our rivers and lakes are worth billions of dollars to the American people.

"I recommend that our order favor and insist upon the construction by the United States of a ship canal from the Great Lakes to the Atlantic Ocean, and also a deep waterway connecting the Mississippi River route with the Great Lakes. These great arteries of commerce would be worth to the American people many times their cost, and would afford the cheapest transportation known, and would be a wholesome check on railway charges. Such waterways would save to the farmers over $200,000,000 a year.

"The construction of the Nicaragua Canal by the United States would bring San Francisco, the Columbia River, Puget Sound and all seaport towns on our Pacific Coast line 10,000 miles nearer by water to all our cities on the Atlantic Coast and Gulf of Mexico, and the deep waterway connecting the Mississippi River, Great Lakes and Atlantic Ocean would enable boats to deliver cargoes from our Pacific Coast to river and lake ports and all along the line of the ship canal.

"I recommend that the National Grange continue to press their demands for appropriate legislation on the following important matters:

"First—Free delivery of mail in the rural districts; and that the service be placed on the same permanent footing as the delivery of mail in the cities, and that the appropriation therefor be commensurate with the benefits and demands for the service.

"Second—Providing for postal savings banks.

"Third—Submit an amendment to the Constitution providing for the election of United States Senators by direct vote of the people.

"Fourth—Enlarging the powers and duties of the Interstate Commerce Commission, giving them and charging them with the duty of fixing maximum rates of fare and freight on all interstate railways.

"Fifth—Regulating use of shoddy.

"Sixth—Enact a pure food law.

"Seventh—Providing for the extension of the market for farm products, making it the duty of the United States Consuls to aid in the extending of markets for farm products as for manufactured articles.

"Eighth—The enactment of an anti-trust law clearly defining what acts on the part of any corporation would be against public policy.

"Ninth—The speedy construction of the Nicaragua Canal by the United States.

"Tenth—The speedy construction of a ship canal connecting the Mississippi River with the Great Lakes and the Great Lakes with the Atlantic Ocean.

"Eleventh—Revising the fees and salaries of all Federal officers and placing them on a basis of similar service in private business.

"We also recommend to the several State Granges that they urge on their respective State Legislatures appropriate legislation on the following important matters:

"First—An anti-trust law.

"Second—Equalizing taxation as will cause all property to bear its just proportion of the cost of government.

"Third—The passage of a pure food law.

"Fourth—Provide a State commission with the duty and power to fix maximum rates of freight and passengers on all railways subject to their jurisdiction.

"Fifth—The revision of all fees and salaries, placing them on an equitable basis."

Indians Return to Reservation.

DENVER, Nov. 15.—Governor Thomas to-day received a telegram from E. A. Hitchcock, Secretary of the Interior, conveying the news that the agent at Uintah reports that all Indians have returned to the reservation from Northwestern Colorado, where they have been killing game in violation of the State game laws.

Your Heart

Will show signs of distress long before organic destruction has begun, and this is the time to seek relief.

One of the first warnings is fluttering or palpitation. Take warning. Figure 1. Other indications or premonitory symptoms are flushing of face upon slight exertion, Fig. 2; oppressed feeling in chest and choking sensation, Fig. 3; disordered stomach, Fig. 4; weakness of limbs, Fig. 5-6; coldness of extremities, Fig. 6. Other symptoms are giddiness, dizzy spells, headaches, swelling of ankles and pain in left side.

These are all warning symptoms. The remedy is HUDYAN. HUDYAN removes every symptom; it is a positive cure. Do not wait until the delicate heart valves are destroyed. Take HUDYAN as soon as you observe the first symptom. In women, heart trouble is often complicated with female weakness. HUDYAN cures such complications as well.

HUDYAN is within your reach; it will cure this most dangerous disease.

Get HUDYAN at your druggist's—50c a package, or six packages for $2.50.

If he does not keep it, send direct to HUDYAN REMEDY CO., corner Stockton, Ellis and Market streets, San Francisco, Cal.

Consult Hudyan Doctors; Free of Charge. Call or Write.

A FEW POINTERS.

The recent statistics of the number of deaths show that the large majority die with consumption. This disease may commence with an apparently harmless cough which can be cured instantly by Kemp's Balsam for the Throat and Lungs, which is guaranteed to cure and relieves all cases. Price, 25c and 50c. For sale by all druggists.

GENERAL SIR GEORGE WHITE.

One of the most important officers in South Africa is Major General Sir George White, who has charge of the British troops about Ladysmith, and who has been reported to be in a precarious situation for some days. It was expected that he would have to bear the brunt of the early fighting.

Sir George has campaigned on two continents, and has a brilliant record wherever he is known. He entered the army in 1853, and has spent most of his military life in India. He served in the Indian mutiny of 1859, and came out of it with a medal for gallantry in action. He wears the Victorian cross and the Khedive's star. He is a soldier of broad experience, and has always been trusted with important commands. His readiness to assume the blame for the recent defeat in South Africa won the admiration of the civilized world. He is a careful student of international events, and is well posted on all phases of the difficulty in which his troops have been called into action.

COMMERCIAL.

WHEAT OPENS LOWER BUT LATER GAINS STRENGTH.

Barley Market Dull and Without Material Change—Oats in Fair Demand and Steady.

San Francisco, Nov. 15th.

Wheat at the local Call Board opened lower, owing to early weakness in the Chicago market, but the latter afterward had a sharp upward turn and strength quickly returned at this end. The local spot prices were unchanged, with very little trade reported. The local Barley market was dull and without material change. Receipts were moderate, amounting to 7,075 centals. Oats were in fair demand and steady. Receipts were 1,332 centals. Corn was quiet and nominal. Rye was firm.

Receipts of Hay were larger during the past twenty-four hours and amounted to 472 tons. The market was fairly active at unchanged prices. Receipts of Bran were 1,940 sacks and of Middlings 695 sacks. Both products and Mill Feedstuffs generally were unchanged.

The Butter market had a steady tone, there being a good demand at the quotations. Young America and Eastern Cheese was a shade firmer. Selected Ranch Eggs continued very scarce and firm. There was no improvement in other kinds.

Produce Quotations.

FLOUR—Net cash prices for Family Extras, $3.60@3.75 per barrel; Bakers' Extras, $3.40@3.55; Oregon and Washington, $3@3.50 per barrel.

WHEAT—Shipping Wheat, $1.01¼ per ctl for No 1 and $1.02½ for choice; Milling, $1.05@1.07½ per ctl.

BARLEY—Feed, 72½@82½c per ctl; Brewing, 87½@97½c per ctl; Chevalier, $1.05@1.15 per ctl; nominal.

OATS—Red, $1.07½@1.17½ per ctl for poor to fair, and $1.15@1.20 for good to choice; White, $1.07½@1.17½ for poor to fair and $1.20@1.27½ for good to choice; Black, 97½c@$1.10 for common to choice; Oregon Gray, $1.07½@1.12½ for Feed and $1.15@1.20 per ctl for Milling.

CORN—In sacks, Large Yellow, $1.07½@1.10 per ctl; do White, $1.07½@1.10; Mixed, $1.05@1.07½; Small Yellow, nominal.

RYE—New, 97½c@$1.05 per ctl.

BUCKWHEAT—$1.90@2.15 per ctl.

BRAN—$17@18 per ton.

MIDDLINGS—$19@20.50.

ROLLED BARLEY—$18@19 per ton.

OATMEAL—$4.25 per 100 lbs.

OAT GROATS—$4.50 per 100 lbs.

ROLLED OATS—$6@7.25 per bbl for wood and $5.75@7 for sacks.

HAY—Wheat, $7.50@10 per ton; Wheat and Oat, $7.50@9.50; Oat, $7@9; Barley, $5@7.50; Clover, —@—; Alfalfa, $6@8; Stock, $4@5.50; compressed Hay, $7.50@10 per ton.

STRAW—35@45c per bale.

HOPS—1899 crop, 8@9c per lb for medium, 10@11c for prime, and 11@12c for choice.

BEANS—Round lots: Bayos, $2.65@3 per ctl; Butter, nominal; Lima, $4.90@5; Pea, $2.75@3; Small White, $2.75@3; Large White, $2.40@2.60; Blackeye, $4.50@4.75; Red Kidney, $3.25@3.50; Pink, $2.55@2.70; Red, $3.75@4 per ctl.

POTATOES—Wharf Prices: Early Rose, nominal; River Reds, 55@65c; River Burbanks, 45@70c; Salinas Burbanks, $1@1.25 per ctl; Oregon Burbanks, 60c@$1.10 per cal; Sweet Potatoes, 75c@$1.10 per ctl.

ONIONS—60@90c per ctl.

VEGETABLES—Green Peas, 4@6c per lb; Garlic, 2@3c per lb; Tomatoes, 25@50c per box; String Beans, 4@6c per lb; do, Lima, 4½@6c per lb; Egg Plant, 40@65c per box; Green Peppers, 25@75c per box; Cucumbers, 50@75c per box; Okra, $1@1.25 per box; Marrowfat Squash, $8@12 per ton; Cream Squash, 20@30c box; Sprouts, 2@2½c per lb; Summer Squash, 75c@$1 per box; Mushrooms, 3@10c per lb.

FRESH FRUITS—Apples—35c@$1.25 per box; extra fancy, $1.50 per box.

Berries—Strawberries, $10 per chest for small and $2@4 for large; Blackberries, $4@6 per chest; Raspberries, $4@5 per chest; Logan Berries, — per chest; Huckleberries, 4@6c per lb; Cranberries, $7.50@8.50 per bbl; extra do, $9@10; Oregon do, $1.50@2.25 per box.

Grapes—Table varieties, 50@75c per box or crate, some fancy selling higher; Wine Grapes, nominal.

Pears—50c@$1.25 per box.

Persimmons—50c@$1 per box.

Pomegranates—60@75c per box, as to size.

Quinces—50@75c per box.

CITRUS FRUITS—Oranges, Navels, $3@3.75 per box; Seedlings, $2@2.75 per box; Mexican Limes, $4@4.50 per case; California Lemons, $1@1.25 for common to good, $2.50@3 for choice and $3.50 for fancy; Grape Fruit, $2.50@4 per box.

TROPICAL FRUIT—Bananas, $1.50@2.50 per bunch; Pineapples, $1.50@3 per dozen; Smyrna Figs, 14@17c per lb; Persian Dates, 6¼@7c per lb.

DRIED FRUITS—New Crop—Apricots, 10½@12c per lb for Royals and 14@15c for Moorparks; Peaches, unpeeled, 5½@6c per lb for prime, 6½@7c for choice and 7½@8c for fancy; do peeled, 12½@15c per lb; Apples, 6¾@7¾c lb for evaporated and 5@5½c for sun dried; Plums, pitted, 7@8c per lb for black and 8½@9c for bleached; Pears, 6½@8c per lb for quarters and 8@10c for halves; Nectarines, 9@9½c per lb for red and —@— for white; Figs, 3@3½c per lb for black and 5@6c for white; Prunes, in sacks, 5c per lb for evaporated, 4¼c for 50-60s, 3¾c for 60-70s, 3½c for 70-80s, 2¾c for 80-90s and 2¼@2½c for 90-100s.

RAISINS—The California Raisin Growers' Association established the following grades and prices for Thompson's Seedless and Sultana Raisins on September 12, 1899: Bleached Thompson's—Fancy, per lb, 10c; choice, 9c; standard, 8c; prime, 6c; unbleached Thompson's, per lb, 6c. Sultanas—Fancy, per lb, 8½c; choice, 7½c; standard, 6½c; prime, 5c; unbleached Sultanas, per lb, 5c. Discount for cash 1½ per cent. Payments as per terms of packers' contract. The California Raisin Growers' Association has fixed the following minimum prices for standard grades of new crop Raisins: Seedless, 50-lb boxes, 5c; 2-crown loose Muscatels, 5½c; 3-crown, 6¼c; 4-crown, 7c; London Layers, 2-crown, $1.50 per box; 3-crown, $1.60; 4-crown, $2; 5-crown, $2.50; 6-crown, $3; Valencias, loose (three grades), fancy, 5½c per lb; choice, 4½c; standard, 3½c; Valencias, clusters (three grades), fancy, 7c; choice, 6c; standard, 5c per lb. All prices are f. o. b. at common shipping points in California. The local prices are ½c per lb higher than the above quotations on loose and 10c per box.

BUTTER—Creamery—Fancy, 25@26c per lb; seconds, 23@24c per lb; Creamery, in tubs, 24@25c. Dairy—Fancy, 21@22½c; other grades, 19@20c per lb. Packed Butter—Pickled Roll, 23@24c per firkin, 21½@23c per lb.

CHEESE—New, 11@12c; old, 9@10c; California Cream Cheddar, —@—c; Young America, 12@13c; Eastern, 16@16½c; Western, 13@14c per lb.

EGGS—California Store Eggs, 25@32c per dozen; ranch, 33@38c, occasionally 40@42c; Eastern, 22@25c; do, selected white, 27@28c.

POULTRY—Live Turkeys, 14@15c per lb for Hens and 14@15c for Gobblers; young Turkeys, 15@17c per lb; dressed do, 16@18c; Roosters, $4.50@5 for old, and $5@5.50 for young; Broilers, $3@3.25 for small and $3.25@3.50 for large; Fryers, $3.50@4; Hens, $4.50@5.50; Ducks, $4@4.50 per dozen for old and $4.50@5.50 for young; Geese, $1.50@1.75 per pair; Pigeons, $1.12½@1.25 per dozen for old and $1.75@2 for young.

GAME—Hare, $1.25 per dozen; Rabbits, $1.75; Canvasback Ducks, $6@13; Mallards, $6@9; Sprig, $4.50@6; Teal, $3@3.50; Widgeon, $3@3.50; Small Ducks, $2@2.50; Gray Geese, $3.50@4; White Geese, $1.50@1.75; Brant, $2@3; Quail, $3; English Snipe, $2.50; common do, $1.50; Doves, $1 per dozen.

Meat Market.

Following are the rates for whole carcasses from slaughterers to dealers:

BEEF—Steers, first quality, 7@7½c; other grades, 6½@7c per lb; young cows and heifers, 6½c; old cows, 5½@6c per lb.

VEAL—6@7c for large and 8@9c per lb for small.

MUTTON—Wethers, 7@7½c; Ewes, 6½@7c per lb.

LAMB—8@8½c per lb for Spring.

PORK—Live Hogs, 5½@5¾c per lb for medium, 5½c for small, 5@5¼c for large; dressed, 7½@8½c per lb.

Closing Grain Quotations.

Chicago, Nov. 15th.

WHEAT—December, 67¼c; May, 71¼c.

New York, Nov. 15th.

WHEAT—December, 72c; March, 75¾c; May, 76c.

SACRAMENTO MARKET.

Another Quiet Day in Local Produce Circles.

Sacramento, Nov. 15th.

This was another quiet day in local produce circles. Prices were unchanged.

Following are the retail prices for the various articles mentioned:

FLOUR—Family Extras, $1.95 per 100 lbs; $1 for 50 lbs.

FRUIT—Oranges, 50c per dozen; Lemons, 25c; Limes, 10c; Pineapples, 40@50c each; Apples, 3@4c per lb; Grapes, 3c; Quinces, 3c; Wild Grapes, 3c; Cranberries, 12½c per quart; Bananas, 25@30c per dozen.

VEGETABLES—Tomatoes, 2c per lb; Cauliflower, 10c per head; Carrots, Lettuce, Radishes, Leek, Green Onions, 12½c per dozen bunches; Onions, 2c per lb; Romain, 2 for 5c; Beans, 5c per lb; Peppers, 5c; Potatoes, 2c per lb; Egg Plant, 5c per lb; Summer Squash, 3c; Lima Beans, 6c; Sweet Potatoes, 3c; Alameda Peas, 3 lbs for 25c; Pumpkins, 1c per lb; Hubbard Squash, 1c per lb.

MEATS—Beef—Prime Rib Roast, 12½c per lb; Corned Beef, 8@12c; Sausage, 12½c; Vienna Sausage, 15c; Bacon, 15c; Loin Steak, 12@15c; Rump Steak, 10c; Chuck Roast, 10c; Rump, 8c; Brisket, 8c; Chuck Steak, 10c. Veal—Loin and Rib Chops, 15c; Roast Veal, 12c. Mutton—Leg, 11@12½c; Loin and Rib Chops, 12½c; Mutton Stew, 8c; Shoulder Chops, 8c. Pork—9@12½c; Ham, 12@13½c.

POULTRY—Hens, 60c each; Spring, 50c each; Broilers, 25@40c each; Tame Geese, $1.50 each; Tame Ducks, 50@65c each; Turkeys, 17c for live and 20c for dressed per lb.

GAME—Ducks—Mallards, $1 per pair; Teal, 40c; Canvasbacks, $1.25; Sprigs, 75c; Small Ducks, 40c. Geese—White, 35c; Gray, 75c; Honkers, $1; Brants, 50c; Rabbits, 15c each; Hare, 25c per pair; Quail, 35c per pair.

EGGS—California, 30c per dozen; Eastern, 25c.

DAIRY PRODUCE—Butter—Pickle, 20c per lb; Mountain, 20c; Valley Roll, 20c; Petaluma, 45c per roll; Creamery, 55c per roll. Cheese—California, 15c per lb; Young America, 17c; Eastern Creamery, 15@20c; Genuine Swiss, 40c; American Swiss, 20c; Neufchatel, 10c.

HAY AND GRAIN—Wheat or Oat Hay, 50@65c; Alfalfa, 45@50c; Whole Barley, $1.05; Ground Barley, $1.10; Red Russian Oats, $1.15@1.25; Middlings, $1.10; Shorts, $1.05; Bran, $1; Straw, 60c per bale; Corn, large, $1.35; small, $1.40; Cracked Corn, $1.45; Ground Corn, $1.40.

NUTS—New Walnuts, 15c per lb; New Almonds, 15@20c; New Brazils, 12½c; Pecans, 16c; Filberts, 15c; Chestnuts, 15c per lb; Pine Nuts, 25c.

COAL OIL—Pearl, cases, 19½c per gal; Star, 19½c; Eocene, 21½c; Extra Star, 23½c; Elaine, 24½c; Water White, bulk, 13½c.

NAPHTHA—Benzine, cases, 22½c per gal; Benzine, bulk, 16c; D. S. Gasoline, cases, 23c; D. S. Gasoline, bulk, 16½c; 86° Gasoline, cases, 26c; 86° Gasoline, bulk, 21c.

ELECTRIC LIGHT CANDLES—Sixes, 16 oz. 20 sets, 11c per set; 14 oz., 10c; 12 oz., 9c; 10 oz., 8¾c.

GRANITE MINING CANDLES—Sixes, 16 oz., 40 sets, 11½c per set; 16 oz., 20 sets, 11¾c; 14 oz., 40 sets, 10½c; 14 oz., 20 sets, 10¾c; 12 oz., 20 sets, 9¾c; 10 oz., 20 sets, 9c.

PARAFFINE WAX CANDLES—Ones, 14 oz., 25 sets, white, 12¼c per set; twos, 14 oz., 25 sets, 12¼c; fours, 14 oz., 36 sets, 12¼c; sixes, 14 oz., 36 sets, 12¼c; twelves, 14 oz., 36 sets, 12¾c. Colored, 1 cent higher.

California Fruit Sales.

Sacramento, Nov. 15th.

The Earl Fruit Company sold California fruit to-day at auction realizing the following prices:

AT BOSTON.

Car 17,893, from Fresno October 27th: Emperor Grapes, single crates, $1.90; Red Emperor, $2@2.20, av $2.04; Persimmons, $2.41. Car grossed $2,329. One car sold to-day.

AT CHICAGO.

CFX 10,430, from Lodi October 31st: Emperor Grapes, single crates, 65c@$1.65, av $1.27; Clusters, $1.15@1.70, av $1.56; Fererra, 55@85c, av 77c. Car grossed $1,196. Two cars sold to-day. Cloudy weather.

Sacramento, Nov. 15th.

Porter Brothers Company sold to-day at auction California fruit at following prices:

AT CHICAGO.

Grapes—Cornichons, 85@90c single crate.

AT NEW YORK.

Grapes—Cornichons, $1.35@1.40 single crate.

California Dried Fruit.

NEW YORK, Nov. 15.—California Dried Fruits steady. Evaporated Apples—Common, 6@7c; prime wire tray, 7¾@8c; choice, 8¼@8½c; fancy, 8½@9c. Prunes, 3½@8½c. Apricots—Royal, 13@15c; Moorpark, 16@18c. Peaches—Peeled, 20@22c; unpeeled, 7½@10c.

SAN FRANCISCO STOCKS.

San Francisco, Nov. 15th.

Morning Session—Ophir, $1.15@1; Mexican, 55c; G & C, 27c; B & B, 50@51c; Mexi-$1.55; Savage, 19c; Potosi, 34@33c; H & N, 42@41c; C Point, 11c; Yellow Jacket, 20@21c; Imperial, 2c; Belcher, 33c; S Nevada, 48@47c; Utah, 10c; S Belcher, 8c; Overman, 15c; Union, 37@38c; Alta, 2c; Andes, 16c.

Closing Quotations—Alta, 1c; Alpha, 3c; Andes, 12c; Belcher, 29c; B & B, 41c; Bullion, 6c; Caledonia, 56c; Challenge, 21c; Chollar, 21c; Confidence, 60c; C C V, $1.35; C Imperial, 1c; C Point, 11c; G & C, 22c; H & N, 35c; Justice, 2c; Kentuck, 1c; Mexican, 42c; Occidental, 14c; Ophir, 97c; Overman, 15c; Potosi, 28c; Savage, 16c; Scorpion, 2c; S Belcher, 4c; S Nevada, 40c; Standard, $2.85; Union, 30c; Utah, 90c; Yellow Jacket, 20c.

SCRAPPLE!

Ever try it?

IT'S FINE FOR BREAKFAST.

We make it fresh every day.

MOHR & YOERK PK'G CO.,

1024-1026 J STREET.

Free Storage.

We will sell you buggies, and when you are through using them for the season we will STORE and TAKE CARE of them FREE OF CHARGE until the opening of spring.

Call and select your buggy or phaeton or surrey.

A. MEISTER & SONS.

Builders of Fine Business and Pleasure Vehicles,

908, 910, 912 and 914 Ninth St.,

SACRAMENTO, CAL.

Buggies

100 styles to choose from, all grades all prices. Agency Columbus Buggy and H. H. Babcock & Co.

DIGGS VEHICLE AND IMP' CO.

1008—1010 Second St., Sacramento.

we show the merits of wool soap by actual demonstration; get a free sample; grocery dept.

Hale's Dry Goods

a great doll sale

This will serve as notice that we're already preparing for the holiday trade. To-morrow we commence a sale of kid-body dolls at greatly reduced prices—a sort of stimulus to early buying. Too early? Not a bit of it. Last year you were hurried and so were we. Let's begin earlier this season and have ample time.

The basement is a mighty interesting place for the children now—yes, and for the older folk, too.

But about the doll sale:

Kid body dolls, the large size, with pretty bisque head, eyes that open and close, and long, flowing hair; reduced from $2.50, $2.25, $2 and $1.90 to $1.38

Smaller kid body dolls, selling regularly at $1.75, $1.50 and $1.40, and having bisque head and shoes and stockings; now $1.10

Kid body doll, with bisque head and flowing hair; reduced from $1.25, $1.10, 90c and 75c to 63c

BASEMENT.

In the jewelry department we show chains for men and women, cuff buttons, stick pins, shirt studs, watches and sterling silverware in various designs.

Celluloid goods show a greater variety of design and better decoration than last year. Cuff, collar and handkerchief boxes and what not are here in abundance.

The showing of ladies' purses and leather novelties is most complete, with a range of prices thoroughly satisfying.

Dr. Kindheart mends broken dolls free.

clothing for little folks

(natty garments, reasonably priced)

Children's 3-piece knee trouser suits are shown in an excellent grade of fancy cassimere; ages 9 to 15 years $3.50

Boys' covert cloth overcoats in the stylish short cut style; something very swell; ages 14 to 19 years $7.50

Boys' dark cheviot suits; will not show soil readily; square and round cut sack coats; ages 10 to 19 years $5

Boys' kersey overcoats in blue, black and brown, are very dressy, in fact, they're so stylishly cut and handsomely finished as to be readily mistaken for $10 and $12 garments. They cost but $8

Some new white colored blouse waists for children 8 to 10 years have arrived—one of many shipments this season. They're very prettily embroidered, well sewed and altogether surprising values at 50c

WE FIT THE HARD TO FIT.

Have you had a cup of our mocha and java blend coffee now being served free in the grocery department?

Hale's Corner,

Ninth and K.

CITY OFFICIAL ADVERTISING.

ORDINANCE NO. 480.

An Ordinance Regulating the Use of Bicycles, Tricycles, Velocipedes, Automobile Cars or Carriages, Within the Limits of the City of Sacramento, and Repealing Ordinance No. 327. Passed December 18, 1893.

The Board of Trustees of the City of Sacramento ordain as follows:

Section 1. No bicycle, tricycle, velocipede or auto-mobile car or carriage, or similar vehicle, propelled by the power of the rider or riders, or by electricity, steam, vapor or other motive power, other than animal or animals, shall be ridden or driven upon any of the sidewalks of the city, or upon any of the paths or grounds of any park within the city, except by a police officer in pursuit of his duty.

Section 2. It shall be unlawful to ride any bicycle, tricycle, velocipede, or to propel by any other than the power of the rider of said or similar vehicles, or any auto-mobile wagon, cars or carriages, or similar vehicles, through or over any of the streets, lanes or alleys of the city, at a greater rate of speed than eight miles an hour, or to pass such vehicles over crossings at street intersections, at a greater rate of speed than six miles an hour, within the following bounds, namely: Between the west line of Twelfth street and the west line of Front street, and between the north line of G street and the south line of P street, inclusive. In all other parts of the city it shall be unlawful to ride or propel any of said named vehicles through the streets, lanes or alleys of the city at a greater rate of speed than ten miles an hour; or to pass over any crossings at street intersections at a greater rate of speed than six miles an hour. It shall be unlawful to ride or propel any of said named vehicles on any street, lane or alley of the city in a manner dangerous to the life, limb, or property of any person, because of failure on the part of the rider or riders to take due precaution to ride or drive with care and due regard for the safety of others, or because of failure to ride in such a posture as will enable the rider or riders, or driver or drivers to clearly, easily and continuously see before him or them; and all such riders and drivers shall continuously keep full control of the handle bars or other guiding device of said vehicle by having the same in hand at all times while riding or driving said vehicles.

Section 3. No person shall ride or drive any bicycle, tandem, velocipede or automobile car or carriage over the streets or lanes or alleys of the city of Sacramento, without having a warning bell upon such vehicle, or upon the person of the rider or riders of said vehicle, which must be sounded loudly, clearly, distinctly and continuously from a point not less than twenty-five feet distant from any street crossing at any street intersection; such sounding or ringing to be continually maintained until the entire street intersection is passed over, and all crossings have been passed. Such bell shall be sounded continually while approaching pedestrians who may be on or passing over the roadway of any street, such sounding or ringing to begin a reasonable time before reaching such person or persons.

Section 4. It shall be unlawful for any rider or riders or driver or drivers of any vehicle hereinbefore described, to ride upon any street, lane or alley of the city, to the left side of the center line of said highways, except to cross over said highways for the purpose of stopping upon the left hand side of said highways, it being ordered that the custom or usage known as "The Law of the Road," and obtaining among the American people relative to riding or driving upon the right hand of the highway, and relative to the overtaking and passing of vehicles and ridden animals, shall obtain for all vehicles referred to and described in this ordinance, and for the rider or riders and driver or drivers thereof, and be the law in the city of Sacramento.

Section 5. It shall be unlawful for any rider or riders or driver or drivers of any vehicle referred to and described in this ordinance, to ride or drive any of said vehicles from any street, lane or alley into any intersecting street, lane or alley, by turning nearer to the curb corner than four feet. It shall be unlawful to ride or propel any vehicle described and referred to in this ordinance, so that in turning from any street, lane or alley into any intersecting street, lane or alley, the vehicle will be ridden or driven upon the left hand side of the said last named highway, except for the purpose of stopping and dismounting within fifty feet from the curb corner referred to. In all such changing of direction where the change requires a street or way to be crossed to reach the right hand side of the new direction, the rider or riders, driver or drivers, must make the change of direction at or beyond the junction of the center lines of such intersecting highways and not before, as prevailing conditions will permit, except as hereinbefore provided for.

Section 6. Nothing in this ordinance shall be construed to apply to or govern the officers of the police or fire departments, or the City Physician or his assistants, when in the immediate pursuit of official duty.

Section 7. Nothing in this ordinance relative to use of the sidewalks, parks and streets, shall be construed to prevent the issuance of permits in writing by the Chief of Police of the city of Sacramento granting to proper persons the privilege of moving upon sidewalks and in parks of the city of wheeled invalids' chairs and cripples' carriages and vehicles. Nothing in this ordinance shall be construed to apply to the propulsion of baby carriages or vehicles of that order. Nothing in this ordinance shall be construed to apply to the use by small children of child's tricycles and small play wagons propelled by the power of the rider or drawn by hand.

Section 8. Any person or persons violating any provision, direction or mandate of this ordinance is guilty of a misdemeanor, and shall, on conviction, be punished by a fine not exceeding twenty dollars, or by imprisonment not exceeding ten days, or by both such fine and imprisonment.

Section 9. All ordinances or parts of ordinances in conflict with this ordinance are hereby repealed. Ordinance No. 327, passed December 18, 1893, is hereby repealed.

Section 10. This ordinance shall be in force and effect from and after its passage.

Passed February 7, 1898.

D. McKAY,
President of Board of Trustees.

Approved this 14th day of February, 1898.
WM. LAND, Mayor.

ORDINANCE NO. 519.

An Ordinance to Prevent the Spreading of Infectious or Contagious Diseases by the Owners or Employes of any Public Laundry in the City of Sacramento, Making the Violation Thereof a Misdemeanor and Fixing the Penalty for Such Violation.

The Board of Trustees of the City of Sacramento ordain as follows:

Section 1. It shall be unlawful for any person or persons owning, carrying on or conducting any public laundry in the city of Sacramento, to spray the clothing of any person or persons, being laundried therein, with water or other fluids emitted from the mouth of such person, owner or employe.

Section 2. No person or persons engaged in carrying on or conducting, as owner or otherwise, any public laundry in the city of Sacramento, shall permit any person having any infectious or contagious disease, to lodge, sleep or remain within or upon the premises so used as a public laundry.

Section 3. Any person violating any provision of this ordinance shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine of not less than twenty nor more than one hundred dollars, or by imprisonment in the City Jail of not less than five nor more than one hundred days, or by both such fine and imprisonment.

Section 4. This ordinance shall take effect and be in force from and after its passage and approval.

Passed October 30, 1899.

D. McKAY,
President of Board of Trustees.

Approved, Sacramento City, November 4, 1899.

WM. LAND, Mayor.