

MISS RAY FRANK OF CALIFORNIA THE FIRST WOMAN RABBI.

Lady Somerset on Woman—The Decision of the Michigan Supreme Court—Eulalie and the Chicago Beauty—A Luckless Princess—Timely Topics.

Persons who attended the congress of religions in Chicago in August will recall the interest with which they listened to the opening prayer, offered as it was by a young woman, and rich as it was in fervid, impassioned utterances. When the first session was over, there were many to crowd about and congratulate Miss Rachel Frank, who, as the youngest delegate present, had been invited to make the invocation, and many who did not speak to her stood apart to admire the modest yet strong demeanor of the slender, dark eyed girl as she quietly accepted the warm commendations that were showered upon her.

Miss Rachel, or Miss Ray Frank, as she is often called, is a native of California, and to her is to be accorded the distinction of becoming the first woman rabbi in the world. She has already studied at the Hebrew college in Cincinnati, but has not finished the course, wishing to interpolate some additional study before taking the rite.

She is the first woman student in the college and will be the first to be ordained as a rabbi. There is absolutely no precedent in this country or in any other, as no woman before has occupied the position of rabbi. The career of the prophetess Deborah forms the only analogy to the work Miss Frank has undertaken, and even here the likeness falls, for when Deborah preached to Israel there were no synagogues. Since then there have been noted women teachers, but there is a distinction between teacher and preacher in the mind of the Jew.

People are asking by what name Miss Frank will be called when she is ordained a rabbi. Being the first woman in the world to occupy such a position, naturally the name does not exist. When she has occupied the pulpit or has lectured in the synagogue, Miss Frank has worn a street dress or a half evening dress of light crape. This is quite in line with the rabbis of the reform congregations, who have discarded the robe and cap of the orthodox congregations.

Miss Frank will probably remain with her family and friends in Oakland this winter. After that her plans are unformed. While in Chicago several Hebrew congregations were formed in a congregation, with her as their rabbi. A feeling of lack of preparation forced her to decline, although Rabbi Moses, the most celebrated Jewish divine in Chicago, encouraged her to accept and said that the Jews needed women in their pulpits.—San Francisco Chronicle.

Lady Somerset on Woman. I think American women are quite as ready for the suffrage as the women of England. Perhaps you are not so well organized. I believe there are few organizations of women in America except the W. C. T. U. that have faced the political situation. Indeed, Miss Willard was considerably criticised for incorporating politics in the temperance work. The kind of work women have hitherto been allowed to do in the temperance cause is ambulance work, and that is all very well in its way. But in a great battle like this woman's powers ought not to be restricted to caring for the inevitable consequences of the battle—the dead and wounded—but rather be directed to removing the causes which lead to the warfare. In England the temperance cause needs local option and the woman's vote. In America that party which will secure the woman's vote will have the strongest weapon against the liquor traffic, which underlies so many other undesirable features of political power and influence.

Of course your politics is more involved and intricate than ours, but your women are far better educated than ours—that is, the rank and file of women in America are better educated. In England only what we call the poorer classes attend the schools which correspond to your public schools. The great middle classes, which are the strength and sinew of the nation, go to private or boarding schools that are not well managed and where instruction is narrow and inefficient. The consequence is we have great difficulty in finding women well educated and qualified to lead and organize movements of reform. Of course we have the few titled ladies you hear so much about, but there are not many of them. No; I repeat that the average American women are better qualified today to take hold of the affairs of state than are English women, though the English women have more organizations and more privileges.

We believe strongly in the woman's vote, and believe, too, that it must come—in fact, that it is imminent in England. We already have municipal suffrage and vote on school boards, and the bill permitting women a voice in the parish councils will come before parliament in November. In fact, every new bill admits the woman's vote.—Lady Somerset.

The Michigan Decision. The supreme court of the state of Michigan has decided unanimously that the act of the legislature conferring municipal suffrage on women is unconstitutional. The argument upon which this decision is reached is that the qualifications of electors must be uniform throughout the state, and that wherever the constitution has prescribed those who cannot be added to or taken from by the legislature. As the constitution provides that only male citizens are entitled to vote, the court holds that the legislature does not contain power to confer the elective franchise upon other persons. This, it is maintained, can be done only by an amendment to the constitution itself.

This is the logic upon which congressional suffrage has been denied to women when sought under like cover. There is no novelty in either the argument or the conclusion reached by the supreme court of Michigan. Courts have been uniformly disposed to maintain that constitutions are exclusive—that is to say, the federal government possesses no powers except those which are distinctly and explicitly conveyed to it by the constitution agreed to in behalf of the states, and by analogy to no citizen can acquire

political privileges except within the express letter of a constitution. Failure to deny privileges to special categories of citizens is not held to be equivalent to an assumption of statutory grant by such categories of privileges which may be exercised by other citizens. The decision of the supreme court of Michigan is in line with constitutional precedents throughout the country. There is only one direct and authoritative method by which suffrage may be extended beyond its present confines. That method is by the submission of constitutional amendments to the electors of the state. This has not been done in Michigan, and it must be done before women can acquire municipal suffrage.—Chicago Herald.

Eulalie and the Chicago Beauty. Stories of the Princess Eulalie are coming out. Here is one: Surrounded by a bevy of Chicago beauties—most of them debutantes of the season lately ended—the princess stood one night with lights gleamed like noble opals in the parlors of a merchant prince. There was soft music above, and society was whirling in the dance. The smiling princess tapped the carpet nervously, yearning to throw off the iron fetters of the naval commander near her person and whirl with the dancers. The rigid laws of the Castilians denied her that delight, so she beat a tattoo on the carpet. A tiny slipper peeping from the skirts of a Michigan avenue belle caught the princess' eye.

"Please let me see more of your slipper," she said. "I like it." The debutante pushed out a small foot that was arched high—pride to have pleased the royal guest. The stern commander had stepped for a moment away from the person of the princess.

"I like your slippers very much," the princess added. "Where can I get some like them?" The debutante bowed her appreciation of the compliment. Next morning, while the princess slept, her maid brought to the bedside a bouquet of pale flowers, in which a pair of tiny slippers nestled. The debutante's name? No, not she. The name of the fairest flowers that have lately come to bloom in the social world.—Chicago Herald.

A Luckless Princess. One of the most prominent and wealthy princesses of Europe seems unable to find an eligible parti. That princess is Helene, the daughter of the Comte de Orleans, one of the wealthiest prospectively in Europe. This young lady is said to be the heiress to a vast fortune, and wishes to be reigning queen like her sister Amelie, queen of Portugal. At one time the Princess Helene was desirous of becoming the wife of "Collars and Cuffs," but the English constitution provides that the wives of royal princes must not be Roman Catholics, and as the pope forbade a change of faith the princess stopped the negotiations and Princess May became the consort.

A like ruler prevents any alliance with a prince of the family of Alexander III of Russia, so that unless the princess sacrifices her ambition or waits some years to let the royal princelings grow up she will lag superfluously on the royal stage in these days of royal alliances. The Comte de Orleans is the younger son of a good match with a powerful family to rehabilitate the status of his family in France.—New York Advertiser.

The Popular Winter Furs. The very darkest sensibility remains the popular fur for coats and wraps. Very often the artists are setting their hands to depict woman lean—almost lank. Such is the type affected by the intense Parisienne.—Paris Letter.

The Perfume Atomizer. The perfume atomizer has taken the place of the old fashioned bottle of perfume which stands on my lady's toilet table. The latest design is a porcelain affair in shades of delicate blue or pink. The bowl is incased in a tracery of green silver, and a net of silver wire covers the rubber spray.

Mrs. Harriet H. Robinson is one of the veteran club women of the New England states. At present she is the federation secretary of "Old and New," an organization having its local habitation at Malden, Mass., and which has been long famous for its sound principles and healthy activities.

The decarved has gone forth that the young unmarried women must wear the tea gown, the witching robe, which savors more of the poetical than even the airy evening creation, and this in spite of the very youthful looking ones, which have been such a feature of recent large openings.

In England the number of women employed as printers increases every year, but they are still more numerous in America, where about 3,000 women are employed in printing offices. In London there are about 200 women compositors.

Kentucky has granted to married women the right to will their property as they shall see fit. The new law took effect Oct. 7.

An enterprising Galena (Mo.) woman who made a success as an insurance agent has now turned her attention to retailing drugs.

THE MAIN STREET SAVINGS BANK AND TRUST COMPANY. The main street savings bank and trust company has given notice that it is prepared to pay on demand all depositors who have given notice to withdraw their funds and which notices expire during the months of November and December, 1893. 11-23 1m

THE SAVINGS BANK OF SOUTHERN CALIFORNIA. The savings bank of Southern California herewith gives notice that it is prepared to pay on demand all depositors who have given notice to withdraw their funds and which notices expire during the months of November and December, 1893. 11-23 1m

THE GERMAN AMERICAN SAVINGS BANK. The German American savings bank herewith gives notice that it is prepared to pay on demand all depositors who have given notice to withdraw their funds and which notices expire during the months of November and December, 1893. 11-23 1m

THE SECURITY SAVINGS BANK AND TRUST COMPANY. The security savings bank and trust company herewith gives notice that it is prepared to pay on demand all depositors who have given notice to withdraw their funds and which notices expire during the months of November and December, 1893. 11-23 1m

Ordinance No. 1930.

(NEW SERIES). AN ORDINANCE OF THE MAYOR AND ALDERMEN OF THE CITY OF LOS ANGELES, ORDERING THE CONSTRUCTION OF A SIDEWALK ON THE WEST CITY BOUNDARY, INCLUDING INTERSECTIONS OF STREETS, EXCEPTING SUCH PORTIONS OF SAID STREETS AND INTERSECTIONS AS ARE REQUIRED BY LAW TO BE KEPT IN ORDER OR REPAIR BY ANY PERSON OR COMPANY HAVING RAILROAD TRACKS THEREON, AND ALSO EXCEPTING SUCH PORTIONS AS HAVE ALREADY BEEN GRADED, GRAVELLED AND ACCEPTED, IN ACCORDANCE WITH THE PLANS AND PROFILE ON FILE IN THE OFFICE OF THE CITY ENGINEER AND SPECIFICATIONS ON FILE IN THE OFFICE OF THE CITY CLERK OF SAID CITY, FOR GRAVELLED STREETS, SAID SPECIFICATIONS BEING NUMBERED AS FOLLOWS:—

First—That that portion of said sidewalk to be constructed along each side of the roadway of said Hoover street, which is east of the west city boundary, including intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Second—That a redwood curb be constructed along each side of the roadway of said Hoover street from the north curb line of Washington street, which is east of the west city boundary, including intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Third—That a cement sidewalk four feet in width be constructed along each side of said Hoover street from the north curb line of Washington street to the north curb line of Broadway street, including intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Fourth—That a cement sidewalk four feet in width be constructed along each side of said Hoover street from the north curb line of Broadway street to the north curb line of Washington street, including intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Fifth—That a cement sidewalk four feet in width be constructed along each side of said Hoover street from the north curb line of Washington street to the north curb line of Broadway street, including intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Sixth—That a redwood curb be constructed along each side of the roadway of said Hoover street from the north curb line of Washington street to the north curb line of Broadway street, including intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Seventh—That a redwood curb be constructed along each side of the roadway of said Hoover street from the north curb line of Broadway street to the north curb line of Washington street, including intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Eighth—That a redwood curb be constructed along each side of the roadway of said Hoover street from the north curb line of Washington street to the north curb line of Broadway street, including intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Ninth—That a redwood curb be constructed along each side of the roadway of said Hoover street from the north curb line of Broadway street to the north curb line of Washington street, including intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

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Eleventh—That a redwood curb be constructed along each side of the roadway of said Hoover street from the north curb line of Broadway street to the north curb line of Washington street, including intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Twelfth—That a redwood curb be constructed along each side of the roadway of said Hoover street from the north curb line of Washington street to the north curb line of Broadway street, including intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Thirteenth—That a redwood curb be constructed along each side of the roadway of said Hoover street from the north curb line of Broadway street to the north curb line of Washington street, including intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

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Notice of Award of Contract.

PURSUANT TO STATUTES AND TO THE RESOLUTION OF AWARD OF THE CITY COUNCIL OF THE CITY OF LOS ANGELES, ADOPTED NOVEMBER 20, 1893, DIRECTING THIS NOTICE, NOTICE IS HEREBY GIVEN THAT THE SAID CITY COUNCIL, IN OPEN SESSION, ON THE 20TH DAY OF NOVEMBER, 1893, OPENED, EXAMINED, AND PUBLICLY DECLARED ALL SEALED PROPOSALS OR BIDS OFFERED FOR THE FOLLOWING:—

HANCOCK STREET. In said city from the easterly curb line of Downey avenue to the northerly line of Alhambra avenue, including all intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Second—That a cement curb be constructed along each side of the roadway of said Hancock street from the easterly curb line of Downey avenue to the northerly line of Alhambra avenue, including all intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Third—That a cement sidewalk four feet in width be constructed along each side of said Hancock street from the easterly curb line of Downey avenue to the northerly line of Alhambra avenue, including all intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

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PURSUANT TO STATUTES AND TO THE RESOLUTION OF AWARD OF THE CITY COUNCIL OF THE CITY OF LOS ANGELES, ADOPTED NOVEMBER 20, 1893, DIRECTING THIS NOTICE, NOTICE IS HEREBY GIVEN THAT THE SAID CITY COUNCIL, IN OPEN SESSION, ON THE 20TH DAY OF NOVEMBER, 1893, OPENED, EXAMINED, AND PUBLICLY DECLARED ALL SEALED PROPOSALS OR BIDS OFFERED FOR THE FOLLOWING:—

HANCOCK STREET. In said city from the easterly curb line of Downey avenue to the northerly line of Alhambra avenue, including all intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Second—That a cement curb be constructed along each side of the roadway of said Hancock street from the easterly curb line of Downey avenue to the northerly line of Alhambra avenue, including all intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Third—That a cement sidewalk four feet in width be constructed along each side of said Hancock street from the easterly curb line of Downey avenue to the northerly line of Alhambra avenue, including all intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Fourth—That a cement sidewalk four feet in width be constructed along each side of said Hancock street from the easterly curb line of Alhambra avenue to the northerly line of Downey avenue, including all intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Fifth—That a cement sidewalk four feet in width be constructed along each side of said Hancock street from the easterly curb line of Downey avenue to the northerly line of Alhambra avenue, including all intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Sixth—That a cement sidewalk four feet in width be constructed along each side of said Hancock street from the easterly curb line of Alhambra avenue to the northerly line of Downey avenue, including all intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Seventh—That a cement sidewalk four feet in width be constructed along each side of said Hancock street from the easterly curb line of Downey avenue to the northerly line of Alhambra avenue, including all intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Eighth—That a cement sidewalk four feet in width be constructed along each side of said Hancock street from the easterly curb line of Alhambra avenue to the northerly line of Downey avenue, including all intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Ninth—That a cement sidewalk four feet in width be constructed along each side of said Hancock street from the easterly curb line of Downey avenue to the northerly line of Alhambra avenue, including all intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Tenth—That a cement sidewalk four feet in width be constructed along each side of said Hancock street from the easterly curb line of Alhambra avenue to the northerly line of Downey avenue, including all intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Eleventh—That a cement sidewalk four feet in width be constructed along each side of said Hancock street from the easterly curb line of Downey avenue to the northerly line of Alhambra avenue, including all intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Twelfth—That a cement sidewalk four feet in width be constructed along each side of said Hancock street from the easterly curb line of Alhambra avenue to the northerly line of Downey avenue, including all intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad tracks thereon, and also excepting such portions as have already been graded, gravelled and accepted), in accordance with the plans and profile on file in the office of the city engineer and specifications on file in the office of the city clerk of said city, for gravelled streets, said specifications being numbered 5.

Thirteenth—That a cement sidewalk four feet in width be constructed along each side of said Hancock street from the easterly curb line of Downey avenue to the northerly line of Alhambra avenue, including all intersections of streets (excepting such portions of said street and intersections as are required by law to be kept in order or repair by any person or company having railroad