

on Friday sent word to the American Admiral that he offered to exchange the prisoners, adding that in the meanwhile Hobson and his party would be treated with the greatest kindness.

WASHINGTON, June 4.—The only Hobson in the list of officers in the naval register is Richmond P. Hobson, a naval constructor, who is a lieutenant of the junior grade. He was appointed an assistant naval constructor in 1891. He entered the navy from Alabama.

DRIFTED SHORE ON AN OLD CATAMARAN.

How Hobson and His Brave Crew Escaped After Sinking the Merrimac.

KINGSTON, Jamaica, June 4.—Lieutenant Hobson appears to have carried out his plan to the smallest details, except as regards the methods of escaping. The rowboat, in which the crew were to attempt to escape, was either blown up or shot to pieces.

Captain Oveido, Admiral Cervera's chief of staff, who boarded the New York under a flag of truce, does not give further details of the capture. The bravery of the Americans evidently excited as much admiration among the Spaniards as it did among the men of the American fleet.

Captain Chadwick of the flagship New York, who is usually conservative, in speaking of the incident said: "Splendid, splendid. Too much cannot be said about it."

The general opinion is that no man ever deserved recognition by Congress for personal bravery more than does Lieutenant Hobson. His work has been done and his men are safe. When he started on the expedition a few thought he could accomplish his object.

Clausen, the New York's coxswain, went on the Merrimac against orders. Nothing could have kept him from that trip into the jaws of death. It is probable that the Spaniards will try to blow up the Merrimac, but improbable that they will succeed.

At quarters of the New York last evening Chaplain Royce, praying before the bareheaded crew on deck, thanked God for having preserved Lieutenant Hobson and the men under him.

Cadet Powell, who was the last man to see Lieutenant Hobson before his start and who had charge of the launch during its perilous trip, after much-needed sleep told the story of his experience. He said:

"Lieutenant Hobson took a short sleep for a few hours, which was often interrupted. At a quarter of 12 o'clock he came on deck and made final inspection, giving his last instructions. Then we had a little lunch. Hobson was as cool as a cucumber. About 2:30 o'clock I took the men who were not going on the trip into the launch and started for the Texas, the nearest ship, but had to go back for one of the assistant engineers, whom Hobson finally compelled to leave. I shook hands with Hobson the last of all. He said: 'Powell, watch the boat's crew when we pull out of the harbor. We will be cracked, rowing thirty strokes to the minute.'"

"After leaving the Texas I saw the Merrimac steaming slowly in. It was only fairly dark then, and the shore was quite visible. We followed about three-quarters of a mile astern. The Merrimac stood about a mile to the westward of the harbor and seemed a bit mixed, turning completely around, finally heading east, then ran down and turned in. We were then chafing because I thought Hobson had lost his bearings. When Hobson was about 200 yards from the harbor the first gun was fired from the eastern bluff. We were then half a mile off shore, close under the batteries. The firing increased rapidly. We steamed in slowly and lost sight of the Merrimac in the smoke, which the wind carried off shore. It hung heavily."

"Before Hobson could have blown up the Merrimac the western battery picked up and commenced firing. They shot wild, and we only heard the shots. We ran in still closer to shore, and the gunners lost sight of us. Then we heard the explosion of the torpedoes on the Merrimac.

"Until daylight we waited just outside the breakers, half a mile to the westward of Morro, keeping a bright lookout for the boat or for swimmers, but saw nothing. Hobson had arranged to meet us at that point, but thinking that some one might have drifted out, we crossed in front of Morro and the mouth of the harbor to the eastward. About 5 o'clock we crossed the harbor again within a quarter of a mile and stood to the westward.

"In passing we saw one spar of the Merrimac."

CAMARA IN NO HURRY TO TAKE A THRASHING.

MADRID, June 4.—I have just received information from a friend in Cadiz that Admiral Camara expects to leave with the reserve squadron within a fortnight.

HOBSON'S NOBLE COMRADES.

PORT ANTONIO, Hayti, June 3.—The men who accompanied Lieutenant Hobson were: SAMUEL L. MONTAGUE, GEORGE CHABRETTE, J. E. MURPHY, OSCAR DEIGNAN, JOHN P. PHILLIPS, JOHN KELLEY.

All non-commissioned or enlisted men. Merrimac sticking out of the water. We hugged the shore just outside of the breakers for a mile and then turned toward the Texas, when the batteries saw us and opened fire. It was then broad daylight. The first shot fired dropped eighty yards astern, but the other shots went wild. I drove the launch for all she was worth, finally making the New York. The men behaved splendidly."

The news of Lieutenant Hobson's safety lifted a great load from Powell's mind. Probably no other details of this marvelous trip will be known until Lieutenant Hobson gets back.

Some heavy firing was done shortly before midnight by the New York and New Orleans, aimed at what was thought to be a small gunboat, which disappeared. Whether she was sunk or not is not known. The firing took place to the eastward of Morro.

WITH THE AMERICAN FLEET OFF SANTIAGO DE CUBA, June 3.—(Via Mole St. Nicholas, Hayti, June 4).—All the members of the Merrimac expedition are safe. Only two of them were slightly injured, and their names are not known. Lieutenant Hobson was not hurt. All of the Merrimac's men are held as prisoners of war.

The news of their wonderful escape was sent to Admiral Sampson by Admiral Cervera, the Spanish admiral being so struck with the courage of the Merrimac's crew that he thought Admiral Sampson should know that they had not lost their lives.

Admiral Cervera's chief of staff, Captain Oveido, boarded the New York, under a flag of truce, bearing the announcement of the safety of the Merrimac's men and returning with a supply of provisions and money for the prisoners.

HEROES OF SANTIAGO SOON TO BE EXCHANGED

No Time to Be Lost in Securing the Release of Hobson and His Men.

NEW YORK, June 4.—The Herald's Washington correspondent telegraphs: Naval Constructor Hobson and the seven brave men who assisted him in sinking the Merrimac, who were all taken prisoners by Admiral Cervera, will be liberated as soon as possible.

It is the belief of the authorities here that General Blanco and Admiral Cervera will not hesitate to agree to an exchange of prisoners. As soon as Admiral Sampson's report of the sinking of the Merrimac and capture of Naval Constructor Hobson and his men had been received a conference was held at the White House between President McKinley and Secretary Alger and Assistant Secretary Allen, at which it was decided to authorize Admiral Sampson to open negotiations for the exchange of the prisoners.

Mr. Gollen, the British Consul-General at Havana, who is charged with looking after American interests in Cuba during the war, will be negotiating with General Blanco for the exchange at the same time that Admiral Sampson is negotiating with Cervera.

It is proposed that Spanish prisoners now at Atlanta be taken to Key West and transferred from there to Havana under a flag of truce at the same time that Hobson and his men are delivered to Sampson under a flag of truce at Santiago. Secretary Alger told me this afternoon that there were enough Spanish prisoners of war at Atlanta to exchange for all the Americans who were captured at Santiago, and that he was satisfied there would be no trouble in arranging the exchange.

SAMPSON WILL NOT LOSE HIS ADVANTAGE

So the Admiral Is Not Likely to Permit the Removal of the Merrimac Wreck.

WASHINGTON, June 4.—The naval situation is believed to be entirely satisfactory. Notwithstanding the Spanish reports of the clearing away of the Merrimac, it is not believed for an instant that Sampson will submit to losing this so dearly purchased advantage, and he will be relieved to prevent the removal of the obstruction.

The Spanish fleet caged inside the harbor, there to remain until they are starved out or surrender, Sampson will be free to detach most of his powerful squadron for service elsewhere. This means, according to common belief, immediate attack upon San Juan.

Of the Cadiz fleet no fear is entertained. Notwithstanding the many published reports, probably all ascribable to Spanish ingenuity, to the effect that this fleet has already started for either the West Indies or the Philippines, it can be stated that the Government has information which it regards as reliable that the Spanish fleet had not left Cadiz up to yesterday.

MADRID CELEBRATING THE SANTIAGO "VICTORY."

Queen Regent Orders Congratulations to Be Sent to the Harbor's Defenders.

MADRID, June 4.—The version of the sinking of the Merrimac, which has reached the Minister of Marine here, Captain Annon, from Santiago, is as follows: A Spanish vessel in front of Santiago has sunk an American auxiliary cruiser. All the mem-

LEADER OF THE BAND OF NAVAL HEROES.

Richmond Pearson Hobson is a native of Alabama and entered the Naval Academy May 21, 1885, at the early age of 14 years 9 months. He was the youngest naval cadet at the academy, but by natural ability and hard study managed to get pretty close to the top and stood No. 3 at the yearly examinations in the fourth and third class. His competitors for the lead were A. B. Hoff, now an ensign in the line, and G. H. Rock, assistant naval constructor. At the examination in June, 1888, Hobson jumped to the head of the class and held it for the next two years, graduating in 1889 No. 1 in the class of thirty-five. His records during the four years' course were as follows at the annual examinations:

Table with 3 columns: Year, Credits out of, Percentage possible. Rows for 1886, 1887, 1888, 1889, and Total for four years.

In conformity to the system at the Naval Academy which assigns cadets to the different branches of the naval service according to their preference and proficiency, Hobson and Rock were selected for the Naval Constructors' Corps, to which the cream of the school goes.

In October, 1890, Hobson was sent to Paris to go through a course of naval architecture at the Polytechnical School, and returned three years later with honors. He was promoted to assistant naval constructor July 1, 1891, and in January last stood No. 1 on the list, ready for the promotion which is sure to follow his unprecedented exploit.

During the war in the Orient, Hobson was selected by the Secretary of the Navy, upon the recommendation of Chief Constructor Hichborn, to represent the United States Navy on Japanese war vessels, where he could have an opportunity to personally observe modern warfare at sea. The Bureau of Navigation, under Commodore Ramsay, and the entire line corps made such decided objections to what they considered an innovation upon their prerogatives, that the project was reluctantly abandoned and Assistant Constructor Hobson was left to improve his knowledge in doing duty at the bureau and at the New York navy yard up to the time when the man and the occasion seem to have met and fitted.

The act of Mr. Hobson, as an assistant naval constructor, and as such a staff officer with the complimentary rank of junior lieutenant, cannot but be as highly gratifying to all grades in the navy as it is to his country at large. It points a lesson that no particular branch in the navy has a right to arrogate to itself all the honors when the dangers and hardships of warfare are shared by all. There were probably other line officers, with the actual rank which is only grudgingly bestowed upon staff officers, who were desirous to undertake the work which called for forlorn hope volunteers, yet Mr. Hobson was chosen and did what was expected of him.

SAMPSON'S REPORT.

WASHINGTON, June 4.—The Navy Department at 3 o'clock received the following dispatch: "Mole, Hayti, June 4.—Succeeded in sinking the Merrimac in the channel of Santiago at 4 A. M. June 3. This was carried out most gallantly under the command of Naval Constructor Hobson and seven men. By a flag of truce from the Spanish admiral, Cervera, sent in recognition of their bravery, I am informed that all are prisoners of war, two slightly wounded. Request authority to approve exchange, if possible, between these and prisoners at Atlanta. Six of the Spanish squadron are in the harbor of Santiago unable to avoid being captured or destroyed." SAMPSON.

IMMEDIATE INVASION OF PORTO RICO

NEW YORK, June 4.—The Herald's Washington correspondent sends the following: Porto Rico is now to be the principal place of operation for the American forces. The obstruction of the harbor of Santiago de Cuba by the sinking of the collier Merrimac will undoubtedly hasten the movement that is to be made on San Juan.

I was informed to-day by an officer in high authority that Porto Rico was now the point for almost immediate attack. The United States will be able to move part of its fleet thither from Santiago de Cuba.

There is no change in the programme of sending an army to Santiago de Cuba. In fact it is now en route. In the opinion of the administration it would be perfect folly to send an army to Porto Rico consisting entirely of volunteer troops. Of course it would be necessary, owing to the small size of our regular army, to have the army partly made up of volunteers, but a number of regular regiments will be

taken from the Fifth army corps. General Shafter will command the army at Santiago de Cuba, and General Lee will probably command the army at Porto Rico and be appointed by the President as Military Governor of that island. A large force of light artillery and a corps of infantry and cavalry will accompany the Porto Rico expedition.

Active preparations are now being made in Washington to have the army designated for Porto Rico ready to move on the shortest notice. Transports for this army are being chartered each day. Assistant Secretary McKelvey to-day added two first-class ships to the list of the Government's transports on the Atlantic coast. These are the Macon and Gate City, which will be turned over to the Government at Savannah, Ga. The Louisiana and Comanche have been ordered to leave immediately from New York and Savannah. These new boats make a total of thirty-nine transports that have been chartered on the Atlantic coast.

and read to the Queen Regent an official dispatch on the subject of the recent fight at Santiago de Cuba, the text of which is as follows: "At 3 o'clock on Friday morning one of the enemy's large cruisers and an auxiliary cruiser attempted to force an entrance into the harbor of Santiago de Cuba.

"They surprised the scouts guarding the entrance, but not the artillery at Fort Morro. The guns of the cruiser Reina Mercedes, a battery from the Reina Mercedes, which had been placed in the Socapa Fort, a torpedo-boat destroyer and a torpedo-boat opened fire on the enemy.

"The American cruiser, the Merrimac, was sunk by our vessels and torpedoes, and a large American cruiser

HERALD AND CALL SCORED A "BEAT"

NEW YORK, June 4.—The Evening Telegram says: The Herald this morning was the only paper that told the real facts attending the sinking of the Merrimac at the mouth of Santiago harbor. While other papers were floundering about in attempting to show how or why she was destroyed the Herald's special cable dispatch from Cape Haytien ascribed the sinking of the ship to Admiral Sampson's purpose to block the harbor entrance and thus prevent the escape of the Spanish fleet. All the news that reached this city to-day came from the Herald's story, even to the statement that the men who took the Merrimac into Santiago harbor volunteered their services for this dangerous work.

was repulsed at the entrance to the channel.

"The Reina Mercedes captured one lieutenant and seven sailors of the Merrimac. The fate of the rest of the crew is not known."

The official dispatch adds that twenty American ships are before Santiago de Cuba.

The Queen Regent, it is announced here, has ordered that a message of congratulation be telegraphed to the defenders of Santiago de Cuba.

The Minister of Marine later in the day said the wreck of the Merrimac would not interfere with navigation at the entrance of the harbor, and he added that the coal on board the Merrimac could be recovered and used by the Spaniards.

In the Chamber of Deputies to-day Senor Silveira, the Conservative leader, congratulated the Government on the "good news from Santiago de Cuba," and Senor Salmeron, the Republican leader, proposed that the congratulations of the House be sent to the Spanish naval and military leaders in Cuba. The motion was carried.

Great enthusiasm prevails in the city over the Spanish reports of the engagement at Santiago. Premier Sagasta and Captain Annon, the Minister of Marine, upon leaving the palace, after informing the Queen Regent of the affair, told the representatives of the newspapers that the object of the Americans was not to force, but to block the entrance to the channel. Admiral Cervera, they alleged, was aware of the intentions of the Americans and ordered part of his squadron outside to defend the entrance.

The official dispatches from Santiago also said that when the Merrimac sank Admiral Cervera, who was on board a Spanish warship near by, entered a small boat and "personally saved the survivors, who were swimming in the water."

The people of Madrid consider Santiago impregnable, basing their belief on the fact that the defenses of that place were constructed by the celebrated expert, Ordenez.

ADMIRE AUDACITY OF THE AMERICANS.

Even Spaniards at Santiago Praise the Bravery of Hobson and His Men.

PORT AU PRINCE, June 4.—Further news received here from Santiago de Cuba confirms the reports that the bombardment of that place began at 3 o'clock yesterday morning. After the action the Spaniards blew up with dynamite the sunken collier Merrimac, and have since been at work clearing the channel so as to, in all probability, permit Admiral Cervera's fleet to put out to sea should the Cadiz squadron, under Admiral Camara, arrive in Cuban waters to relieve the blockaded ships.

In the meanwhile dispatches from Santiago de Cuba say the Spaniards pay tribute to the audacity of the Americans in so cleverly attempting to blockade the channel. According to the Spaniards it would be foolishness on the part of the Americans to attempt to force the harbor entrance, which is described as being low and narrow and thoroughly mined, seemingly forming an insurmountable barrier.

There are a great number of insurgents in the vicinity of Santiago, probably waiting for some decisive action on the part of the American fleet, which undoubtedly will be the signal for a land attack upon the town.

ENSIGN BLAKELY A PHILADELPHIA BOY

When War Was Declared He Was Assigned to the Merrimac as Navigator.

PHILADELPHIA, June 4.—Ensign John Russell Young Blakely of the Merrimac, who is reported to have been captured by the Spaniards at Santiago yesterday, is a Philadelphian, son of John Blakely, publisher of the Evening Star of this city. When the war with Spain was declared he was assigned to the Merrimac, of which vessel he was navigator.

SIMILAR TO A PLAN FORMED AT WASHINGTON.

But Sampson Did Not Feel Like Waiting for Barges From New York.

WASHINGTON, June 4.—It is now known that the Navy Department about ten days ago was considering a plan for closing the harbor at Santiago by a general sloop to that apparently put in execution yesterday. It was proposed to get two large hulks or scows and to fill them with big boulders, such as could be easily obtained in the neighborhood of New York.

These were to be lashed on either side

CAN THIS BE THE CADIZ FLEET?

Copyrighted, 1898, by James Gordon Bennett. ST. PIERRE, Martinique, June 4.—Fisher-men report seeing a large fleet of unknown vessels off the island this afternoon steaming northwest. They also say that during last night firing was heard at sea. This report lacks confirmation, but its source seems reliable.

FRENCH MERCHANTS EXPRESS FRIENDSHIP.

Copyrighted, 1898, by James Gordon Bennett. PARIS, June 4.—The firm of Messrs. Keiper is one of the largest in the Faubourg. Antoine M. Coline, one of the members of the firm, says that neither in his personal relations with those about him nor among his workmen has he found the slightest hostility to Americans.

"As to our American customers, I need scarcely tell you how much store I set by them and I can assure you personally that I sympathize with the United States. The war is badly understood here. It is regarded as a war of conquest. As to the hostile feeling against the United States you speak of, which is used against us on the other side, it is not difficult to determine whose interest it is to broil France and the United States. It is the English. I believe the mischief started with the newspapers, or at least certain newspapers, but it appears to me their tone is already less aggressive."

M. Mercier, the head of another very large concern, expressed regret at the general effect of the war on trade.

"As to your question, I can only reply emphatically, expressing my sympathies with the Americans, whose genius we admire equally in business affairs and in science, and from whom we borrow so much. In fact our habits are becoming yearly more and more American, whereas there is no affinity between the Spaniards and the French."

I continued my inquiries among furniture and tapestry makers in Rue de la Perini.

"We cannot understand," said MM. Perichet and Belzac, "how the sentiments of the French people can have been travestied so as to create the belief that they are ill-disposed toward Americans. Personally our sympathies are entirely with the Americans, but even they were not our interests and the true interests of France are clearly on the side of the United States. As to our working people, it is very difficult to ascertain their sentiments, but we believe them to be absolutely indifferent."

SIGNAL CORPS BALLOON SQUAD CALLED UP.

CHICKAMAUGA, June 4.—Some excitement was created at camp to-day when rush orders were received for the signal squad of the Signal Corps, which has been practicing here for a month or more, to report at once to Major E. J. Maxfield, chief of the volunteer Signal Corps at Tampa. The squad left at noon for Tampa.

SPAIN'S POSITION ALMOST HOPELESS

ST. PETERSBURG, June 4.—The Novoe Vremya says that the sympathy of most of Europe is undoubtedly with Spain in the present conflict with the United States, but there is no denying the fact that her position is almost hopeless. Continuing, the Novoe Vremya says: "After all, Cuba is not worth Spain's exhausting her resources to retain it."

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Ladies' Fine Kid Lace Shoes, cloth or kid tops, light, flexible soles, coin toes, patent leather tips, 3 new handsome and stylish dress shoe. \$1.75 Pair.

Ladies' Finest Quality Paris Kid, Latest Style, Fine Vesting Top Lace Shoes; latest style coin toe, patent leather tips, 3 new handsome and stylish dress shoe. \$2.50 Pair.

Our celebrated \$2.25 Ladies' Shoe, made of the very finest quality Paris kid, welted sewed soles, stitched edges, new style coin toe, patent leather tips; this is the most comfortable walking shoe made. The soles are medium heavy, but soft and flexible as a turn sole shoe. \$2.50 Pair.

Ladies' Extra Quality Fine Calf Lace Shoes, coin toes and tip-welted, sewed soles. \$2.50 stitched edges. Pair.

Fine smooth stock is selected for these shoes; always look neat and will not chip off like kid; for a neat, stylish, serviceable shoe this is the greatest bargain ever offered.

Ladies' Finest Quality Paris Kid Button, cloth or kid tops, light, flexible sewed soles, coin toes, pointed toes and square toes; patent leather tips. \$2.50 Pair.

OUR CELEBRATED \$3.00 MEN'S SHOES

Made of extra quality selected calf skin, genuine welted sewed soles, stitched edges, new style coin toe, patent leather tips; for comfort, style and durability. Every man should wear a pair of these shoes; the same shoes you pay \$5 for all over the coast.

600 pairs Men's Genuine French Calf Patent Leather Lace Shoes, pointed toes, hand sewed; regular price \$7.00; will \$4.00 close out at. Pair.

800 pairs Boys' Fine French Calf Button Shoes, to be \$1.00 closed out at. Pair.

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Men's Calf Lace Shoes, square and round toes. \$2.00 Pair.

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