BERKELEY RESIDENTS PAY SALOON LICENSES

Prohibition Secured for the College Town.

J. L. Barker and A. W. Naylor Guarantee the Amount of Licenses if Saloons Be Abolished and Make First Payment.

BERKELEY, Feb. 14.—The people of Berkeley so wanted the saloon abolished in the college town that they are paying into the town treasury the sum of $1800 a year which the town would have received from saloon licenses in order that the town be not financially embarrassed. This sum is guaranteed in regular agreement form by two gentlemen and the money is raised by subscription from the families of university students all over the State. The first payment was made last month under the agreement, and upon no other condition would the Trustees abolish saloons.

This is the most unique method in the world of securing prohibition, and the Berkeleyans who are behind the scheme are standing by their bargain with the Town Trustees to the extent of $1800 in cash every year. There are few cases on record where so sincere a movement was made at such a cost.

The "mile limit" State law prohibiting the sale of liquor within a mile of the State University has always existed, and within the last year that "limit" has been stretched to enter Berkeley, a district of probably nine square miles. This was accomplished only after the hardest fight by citizens of Berkeley interested in temperance work, and a submission of the question to a vote of the town.

As a result of this prohibition there does not exist at present the wildly exciting times that West Berkeley particularly saw a year or more ago. There are no more beer busts indulged in by college students, and there are no more "jolly" times as there used to be.

Now Berkeley is strictly temperance and as quiet as the proverbial church mouse. It is an unusual thing to see an intoxicated person on the streets. All this has been brought about by a society of ladies backed by the financial aid of several prominent citizens.

Several months ago a number of ladies met informally and discussed the liquor evil existing in the college town. From a mere discussion of the subject grew concentrated action. A committee of twenty-one in which Rev. J. R. Knodell, Professor Woodworth, H. L. Gear, Rev. E. S. Chapman and Messrs. Mills, Clarke, Freeze and Haines, Miss A. M. Hicks, Mrs. Mary Smith, Mrs. Rhodes, Mrs. Rodgers, Mrs. Mary Cartwright and Mrs. Adelaide Marquand were very prominent, developed the fight to close the saloons. West Berkeley and Lorin were the nests of the saloons, as East Berkeley is within the mile limit.

The question was submitted to the voters of the town and the election was carried against the saloon. This, however, was merely an expression of opinion, and an act of the Town Trustees was necessary to make it binding.

The first obstacle to overcome and the most prominent was the satisfying of the Town Trustees. The Trustees claimed that the rescinding of the liquor licenses would mean a considerable financial loss to the town. At that time fully $2700 a year was turned into the treasury from licenses. The amount of the license was reduced later, however, to average $1800 a year. The Trustees could not see any way to make up the deficiency in the treasury which the closing of the saloons would cause.

Then A. W. Naylor and J. L. Barker, two of the most prominent business men in Berkeley, came to the rescue and guaranteed the payment each year of the sum of $1800 so that no loss would be sustained by the town.

The Trustees entered into an agreement with these gentlemen whereby $450 was to be paid on the 10th of January and every quarter thereafter. Having guaranteed this amount to the town the women then undertook to raise this sum by subscription in order to keep Mr. Barker and Mr. Naylor from actual loss.

That subscriptions might be received Miss A. M. Hicks, president of the Berkeley W. C. T. U., sent circulars broadcast into the State. Over 1800 petitions and subscription blanks were sent to the parents of the students of the university. The petition set forth "that the fight will be a fierce one and we need the support of every father and mother in California in behalf of whose sons and daughters this war is being waged." In a short time several hundred dollars was in the treasury to carry on the fight against the liquor men. Subscriptions were received from branches of the W. C. T. U. in various parts of the State, from churches and from many parents of the students.

The first installment of this contract price was paid on January 10 and there is now a balance in the treasury of the committee toward the present quarter.

Now no saloons exist openly, though there are many places where one may satisfy his thirst "if you know where to go in Berkeley," as the college song has it. The front doors are closed and nailed, while the side entrances satisfy "acquaintances." Still, the temperance workers are satisfied, as the saloon men are gradually dropping out of existence and seeking quarters elsewhere.

Miss A. M. Hicks, the prime mover in the crusade, said: "We have had a hard fight to accomplish our end, but the satisfaction it gives us to know that our end is gained more than pays us for our labors. We have worked diligently for over a year and will never let up until there is not a drop of liquor sold in Berkeley. As this is the center of culture and education, and also the strongest place of the liquor men, our victory has been all the more great. We went into the den, grappled with the demon and came out victorious. It was a severe blow to the saloon keepers and to the liquor men throughout the State and a great strength to the Anti-Saloon League. Hundreds, I might say thousands, of dollars have been spent by the liquor men to down our cause. It meant much to them. If the courts had upheld them in the Berkeley cases their other fights in various parts of the State would have been easy. We are receiving subscriptions daily, will continue to employ our attorney, Mr. Gray, and will keep up the work of endeavoring to close all saloons."

A. W. Naylor, president of the Commercial Bank of Berkeley, said: "I have been interested in the closing of the saloons from the start. I think they are an evil which should not exist, and especially in a college town where there are so many young men. Many of them are away from home for the first time, are of an impressionable age and open more or less to temptation. The morals of the students and the community at large has been greatly benefited by the closing of the saloons, and I will certainly do my small part in assisting the ladies and men interested in the temperance cause."

GRAPE-NUTS.

Keep Well with **Good Food**

Proper Selection of Food the Sure Way to Get Well and Keep Well. Use

GRAPE-NUTS.

"While getting over the grip, and while my stomach was so irritable I could not eat anything without distress, I found I could take a dish of Grape-Nuts with rich milk, and feel built up like I had eaten a full meal, and yet have none of the unpleasant effects of indigestion. I wish people knew its worth.

"It seems to me trained nurses and physicians could use it to such good advantage. It is really the most nourishing and easily digested food I ever tried." Mrs. Myra J. Tuller, 1023 Troost ave., Kansas City, Mo.

Grape-Nuts Food is now recommended by physicians all over the United States. They know it contains the delicate particles of phosphate of potash obtained from the natural grains. This is the element Nature uses with albumen of the food to build the soft gray substance in the nerve centers, brain and solar plexus, in the human body. The effect is in some ways like a stimulant, but does not wear off, for it is a natural rebuilding.

Grape-Nuts can be made into a great many different and palatable dishes. The Postum Cereal Co., Ltd., Battle Creek, Mich., the pure food manufacturers, offer to pay a reasonable sum for new and desirable recipes which may meet with their approval. Ladies are requested to experiment and send in their recipes. As an illustration: A most delicious mock pumpkin pie can be made from Grape-Nuts after the following recipe: Pour boiling water over half cup of Grape-Nuts, let stand 10 minutes; add 2 eggs, 4 tablespoonfuls of sugar, 2 cups sweet milk, one-third teaspoon of ginger, 1 teaspoon mixed spices. Stir over slow fire until thoroughly boiled. Bake pie dough in deep pan. When done put in prepared Grape-Nuts, return to oven and brown.

LOOK OF DESPAIR PREVENTS SUICIDE

OAKLAND, Feb. 14.—The look of despair on M. I. Goodwin's face when he applied at an Allendale Tract drugstore for 15 cents' worth of laudanum prevented another suicide being recorded last night. Instead of giving the would-be suicide a fatal concoction the drug clerk substituted a harmless sleeping potion. This Goodwin swallowed with suicidal intent. He closed his eyelids in the firm belief that he would never open them again in this world. This he admitted when he awoke from a deep, sonorous sleep this morning. "I was tired of life and wanted to shuffle off," he said. His rash but poorly managed act is a surprise to all his friends. It is due to family troubles.

Mysterious Fire on Paris Street.

The residence and furniture belonging to Bymen Blywise at 230 Paris street, between Silver avenue and Brazil street, were destroyed by fire yesterday afternoon. There was something of a mystery attending the fire. In the first instance Engine Company 32, located at Holly Park and West street, was called out on a still alarm, and after arriving at the place indicated there was nothing to call for its service. The company had just returned to its house when an alarm came in from box 561. This was responded to, and when Captain Eugene O'Connor arrived with his engine he found a fire making headway on the cottage. There being no hydrants nearer than Mission street he was compelled to run his hose into the water tanks of one of the vegetable gardens close by. The supply, however, was inadequate to do any service, and the fire was permitted to have its way, while a second alarm was turned in from an adjoining box by some person who saw the flames from a distance. This had the effect of bringing engines 33 and 18 to the scene, but their attendance was as useless as that of 32 because of the lack of hydrants.

The cause of the fire is unknown. The premises were insured for their full value.

UNCLE COLLIS PURCHASES ONE MORE RAILROAD

Acquires Carson and Colorado Line.

IS PART OF A BIG SCHEME

Competition Becomes So Strong That the Southern Pacific Has Projected a New Route From Los Angeles to Ogden.

H. E. Huntington, J. C. Stubbs, R. P. Schwerin and William Sproule returned to their offices in the Southern Pacific building yesterday afternoon from the southern part of the State. Mr. Huntington, who has been East for some time past, returns to this city with his authority fully restored and as the acknowledged representative of his uncle on this coast. He has no official title, but is, nevertheless, the ranking officer of the Southern Pacific and the personal representative of the president of the road at the San Francisco end.

Mr. Huntington when seen yesterday gave out the information that the Southern Pacific had purchased the Carson and Colorado Railway, a line running from Mound House, Nev., to Keeler, Inyo County, in this State, a distance of about 293 miles. Connected with this property is a short seven-mile branch from Junction to Candelaria, in Nevada, which was also purchased by the Southern Pacific people.

According to Mr. Huntington the reason of this purchase is to afford the Southern Pacific Company a shorter and more direct line from Los Angeles and Southern California points to the East.

Some time ago the company made application at the Government Land Office at Independence, in Inyo County, for a right of way from Mohave to Keeler, a distance of between eighty and a hundred miles. Connecting with the Southern Pacific line at the former point, a broad-gauge road will be constructed through San Bernardino and Inyo Counties to Keeler, where it will be joined to the recently acquired property.

This railroad is now a narrow-gauge affair, but will be remodeled and made into a modern broad-gauge road and will be connected at its northern end, somewhere in the vicinity of Churchill, with the Central Pacific by a link, some thirty miles long, which is to be constructed so as to join the main line of the Central Pacific somewhere in the vicinity of Wadsworth. This will give the Southern Pacific a through line from Los Angeles and the southern part of the State to Ogden and all points in the East.

The necessity of such a move on the part of the Southern Pacific Company has been apparent for a long time past and has been made even more necessary by the recent action on the part of the Oregon Short Line, which has started the construction of a line from Central Idaho to Southern California. The Santa Fe already possesses the most direct and feasible route from the lower end of our State to the East, and when the Idaho line is finished it would have the effect of placing the Southern Pacific in a very cramped position between its two rivals but not some direct outlet of its own to depend on.

Moreover, the new line, besides developing and acquiring the business of a large and extremely productive section of country, will do away with the tremendous grades of the Tehachapi Pass and the passes now used through the Sierras and will reduce the operating expenses of the company, while providing at the same time a far safer route of travel. The grade will be reduced to 1 per cent, or fifty feet in the mile from Mojave to Oregon.

The former owners and directors of the Carson and Colorado Railroad were D. O. Mills of New York, George Whittle, James Allen, W. S. Wood, S. Prentiss Smith, John W. Maxwell, H. H. Taylor and D. A. Bender of San Francisco and H. M. Yerington, the Nevada capitalist, who was president of the road before its recent sale to the Huntington interests.

No figures are obtainable as to the price paid by the Southern Pacific for its newly acquired property, but the capital stock of the corporation was valued at $4,380,000, and that there was a fifty-year $2,000,000 mortgage bearing 4 per cent interest attached to the property which will have to be assumed by its new purchasers. Figures taken from the report of the road now on file with the Railroad Commission show that for the year ending June 30, 1899, its gross income was $146,238 30, and that after the current expenses of the year had been deducted from this amount there was left an income of $24,685 47.

Young Mr. Huntington also is authority for the statement that the Southern Pacific has purchased some valuable coal mining properties in Mexico about a hundred miles from the line of the Sonora Railroad, that runs from Nogales to Guaymas. These properties are among the best in the entire republic, and a branch of the Sonora line will be constructed to reach and develop them.

BARNES IS MILES IN THE LEAD

Sets a Killing Pace in the Six-Day Walking Match at St. Louis.

ST. LOUIS, Feb. 14.—Gilbert Barnes, the soldier-editor, at 10:30 o'clock to-night was in the van in the six-day go-as-you-please walking match at the Natatorium and was setting a killing pace. During the afternoon Barnes was over three miles ahead of his nearest competitor, Cox, but during the evening the latter reduced this lead a couple of miles while Barnes was resting. When the latter returned to the track, at 9 o'clock, he set a pace that bids fair to place him in his old position before many hours have passed.

Cox seems to be in good condition. Yesterday he was stiff and sore, but to-day he had the appearance of a trained athlete. "Old Sport" Campana took his first rest this morning.

Following was the score at 10:30:

	Miles.	Laps.		Miles.	Laps.
Barnes	377	6	Dean	303	14
Cox	376	5	Graham	303	1
Day	373	16	Hart	296	8
Campana	347	7	Glick	289	14
Hegelman	307	13			

YOUNG AND FOOLISH.

Oden Zoebag Attempts to End His Life by Swallowing Morphine.

A well dressed man about 25 years of age walked into a saloon on the corner of Third and Minna streets yesterday afternoon and ordered a beer served to him in one of the boxes. A few minutes later he staggered into the bar and fell on the floor, exclaiming that he had poisoned himself. He was sent to the Receiving Hospital, where it was found that he had swallowed a dose of morphine. The usual remedies were applied and he was soon pronounced out of danger. The would-be suicide said his name was Oden Zoebag, but he refused to give any reason for trying to take his life. In his pockets was found a note addressed to J. S. Hall, 25 Herzog street, Portland, in which he said:

"I could not make it, so it is useless for me to stay any longer. Good-by. Tell do as I threatened and I won't worry any longer. ODEN."

La Estrella's Fancy Dress.

The fancy dress ball given last night in Native Sons' Hall by La Estrella Parlor of the Native Daughters of the Golden West was well attended. The hall looked very pretty and the scene as the many vari-costumed participants moved in rhythm with the delicious waltz music was a most pleasing one.

THEY "GAMMED" CHRISTMAS DAY IN MIDOCEAN

Columbia and Dalny Vostok Meet.

THE AZTEC HEARD FROM

Steamer Kinau Arrives From Makaweli With Sugar—Cleveland Sails for Kahului — Main-Street Wharf to Be Extended.

The transport Dalny Vostok arrived from Manila via Nagasaki yesterday. At the latter port the officers had some trouble with the Chinese crew, and in consequence all the Mongolians deserted. Japanese were shipped to fill the vacancies and the vessel made the run to San Francisco in twenty-two days, which is a fair performance considering the firemen and coal passers did not know the easiest way to handle the furnaces. Captain Erickson, who went out as master of the vessel, left her in Manila, and Captain Gow, who was formerly chief officer of the transport Tacoma, brought her home. Captain Erickson was sick when he left here, and his ailment becoming worse he left the vessel and went home via Hongkong.

The Dalny Vostok and the Columbia had probably the most unique experience in the history of old ocean. They were in company on Christmas day and gammed. The Columbia had the headquarters and band of the Forty-seventh Regiment and a few companies aboard, while the rest of the men were on the Dalny Vostok. A stage was erected on the Columbia's quarterdeck and another on the Dalny Vostok amidships. A double concert was held, speeches were made, toasts given and everybody on the two transports fraternized as though they were ashore and holiday good-fellowship was the order of the day.

The Dalny Vostok and the Columbia left here on November 28 last with the Forty-seventh Regiment for Manila. They reached Honolulu together and left that port in company December 11. On Christmas day they were both within a week's sail of Honolulu, and the crews of both steamers determined to have a right royal celebration. At noon, after the observation had been taken on both vessels and both navigating officers were satisfied that it was really Christmas day the vessels came together under a slow bell. It was a perfect day and the ocean was a "sea of glass." All hands were mustered for the show and the band of the regiment was told to bring out all its music. Tables were laid on the deck of each vessel and many a toast passed from ship to ship. When the men on the Dalny Vostok were ready to put forth a singer they would shout the name of the song and the band on the Columbia would begin the accompaniment. In this way songs and speeches and toasts were interchanged until darkness fell upon the scene.

The transport Aztec, which left here January 10 for Manila via Hilo, H. I., has at last been heard from. Owing to the plague in Honolulu no news has come from the other islands of the group, and in consequence no news has come from the outside ports. The Aztec reached Hilo on January 19 and landed her stock the next day. Nine of the animals died during the passage and had the stop not been made at least half of the cargo would have been lost, as the animals were not healthy when shipped. As it was their week's stay at Hawaii did them a great amount of good and they were as fat as butter when put back aboard the Aztec on January 26. The vessel was to have sailed the next day for Manila, but was detained until January 29 on account of heavy weather. While at Hilo the transport took aboard 30,000 gallons of water and considerable feed for the animals. While towing a barge out to her the launch Lurline was swamped, but luckily the captain and crew escaped. The little steamer was afterward raised and is now in good shape again. Captain C. P. Matson of the ship Falls of Clyde, who went down as pilot of the Aztec, and Captain Johnson of the bark Roderick Dhu took charge of the landing and loading again of the Aztec's cargo, and Captain Trask of the transport says that the work was better done than it was in Honolulu, with all its facilities, on the last voyage of the Aztec.

The transport Columbia docked at the Harrison-street wharf yesterday. The Dalny Vostok is in quarantine. The Sherman began loading for Manila and will probably get away next Monday. The Indiana has been rechartered and will go on the drydock to-day. She will then load for the Philippines.

The Hawaiian steamer Kinau arrived from Makaweli yesterday with a load of sugar for Alexander & Baldwin. Dr. Kinyoun placed her in quarantine and the vessel will be fumigated before she is allowed to dock. Owing to the plague on Oahu Island there has been no communication between Kauai and Honolulu, so the planters have been forced to put on an extra steamer in order to get some of their products to a home port. The Kinau will discharge as quickly as possible and go back with a load of general merchandise to Makaweli.

The steamer Cleveland, under charter to Alexander & Baldwin, sailed for Kahului and Hana, Hawaiian Islands, yesterday. She will bring back a cargo of sugar. The assistant cook made trouble at sailing time, and when he assaulted the chief officer he was placed in irons and kept there until the bar was crossed.

Edward Harrington, an employe of the Equitable Gas Company, fell from a staging at Black Point yesterday and fractured his left arm and leg and badly lacerated his mouth. He was taken to the Harbor Hospital, where Dr. von der Leith reduced the fractures and Dr. Armistead stitched up the lacerations.

The Harbor Commissioners met yesterday and awarded the contract for extending Main-street wharf to Darby Laydon & Co. The price is $6660, the highest bid being $8996. The California and Oriental Steamship Company was given the use of two offices on section 4 of the seawall.

HULEN GOES EAST.

Santa Clara's Coach Accepts a Better Position.

Special Dispatch to The Call.

SANTA CLARA, Feb. 14.—With rousing cheers and music by the students' band Billy Hulen, the baseball coach, took his departure from Santa Clara College today. At the Western League meeting, held in Des Moines, Iowa, on Monday, February 12, Pueblo was admitted to the circuit, and the franchise was granted to Hulen. Telegrams were received by Hulen directing him to report immediately at Pueblo. Hulen, who has been acting in the capacity of coach for the college team during the past few days, is a great favorite in this vicinity, and while his many friends are sanguine that he will prove a success in his new venture, yet they were loth to see him go.

Swindled Her Lover.

Mrs. Martha E. Bronhard, who is accused of swindling John Leeper, 218 Eddy street, out of $450 by inducing him to allow her to sell his lodging house furniture and keep the proceeds after promising to marry him, did not appear in Judge Cabaniss' court yesterday when her name was called. She is out on $1000 cash bail. As all felony cases are after to-day to be assigned to Judges Conlan's and Mogan's courts Judge Cabaniss transferred the case to Judge Conlan's court, and unless Mrs. Bronhard appears this morning when the case is called the bail will be declared forfeited and a bench warrant issued for her arrest.

Teachers and Merchants Compromise.

The settlement of the differences between the teachers and the merchant creditors of the School Department as outlined in a recent issue of The Call has been finally consummated. The teachers will receive 15 per cent more of their salaries for November, 1898, leaving about 25 per cent still unpaid. The merchants will surrender $8000 to their credit in the treasury and $7000 of the $27,000 held by the trust company to the teachers, with the understanding that after the latter have received their full month's salary for November, 1898, the merchant creditors shall be awarded $8000 out of the first collateral inheritance tax moneys received by the city.

TROLLEY CARS CRASH AND POLICEMAN HURT

OAKLAND, Feb. 14.—Two electric cars crashed into each other at the corner of Alcatraz and Shattuck avenues this morning and Policeman Henry McCloy had a narrow escape from being killed. He was thrown from the vehicle, and after shooting through several feet of air landed on the pavement with such force as to badly wrench his knee and shoulder, besides receiving a number of other painful bruises. A lady who refused to give her name was also bruised by being thrown from her seat. The other passengers and the carmen escaped injury. The Alcatraz car, which was in charge of Conductor Irwin and Motorman Dixon, was coming from Lorin, and the Shattuck avenue car, in charge of Motorman W. C. Ingalls and Conductor J. W. McKisick, was going toward Berkeley. The latter was somewhat late, and an effort was being made to make up the lost time.

Neither crew apparently paid any attention to the crossing, and both cars attempted to pass at the same time. The result was a crash. Each crew is now blaming the other for the accident.

HIS LIMP FORM HURLED AROUND WITH A WHEEL

Awful Experience of a Little Schoolboy.

Oakland Office San Francisco Call, 1118 Broadway, Feb. 14.

Little Tom McKeon, the 9-year-old son of Matthew McKeon, residing at 736 Center street, had his right leg caught between the spokes of a rapidly moving peddler's wagon this afternoon and experienced one of the most remarkable narrow escapes from death on record. He was hurled about with the revolution of the wheel and his leg was so badly broken that he will probably have to lose it. He may die.

The boy is a pupil in Miss Abbott's class at the Tompkins School on Fifth street, near Linden. As he reached the street after his class had been dismissed he was invited by Manuel Silva, a West Oakland peddler, to ride home with him. The peddler already had Earl Reader, another 12-year-old schoolboy, by his side. The wagon stopped and Tommy McKeon was in the act of getting aboard. He had reached the wheel step at the hub and was about to climb up to the seat, when the horse suddenly shied. The jolt caused the boy to slip and his right leg became entangled between the spokes and, losing his grip, his body was hurled around with great velocity by the revolution of the wheel. When Silva finally succeeded in regaining control of his horse and the wagon was stopped little Tommy's form hung limp, head down. The wheel and body of the wagon were blood-besprinkled.

The boy was carried to the Receiving Hospital unconscious. Drs. Stratton, Rowe and Porter were promptly summoned. Although the boy had regained consciousness and related the particulars of the accident as he lay on the operating table, his condition from the shock was such that the necessary amputation of the leg was delayed. The doctors deemed that it might prove fatal. The knee cap was gone and four inches of the femur was exposed. His condition this evening is such that it is feared he may die.

TROTTING ASSOCIATION NAMES ITS OFFICERS

Old Regime Is Returned, With the Exception of the First Vice President.

NEW YORK, Feb. 14.—About forty members of the National Trotting Association met here to elect officers, pass amendments to by-laws and transact other business of the association. There were 325 votes represented, of which 285 were proxies.

The nominating committee recommended for election the following: President, P. P. Johnston, Lexington, Ky.; vice president, George W. Archer, Rochester, N. Y.; second vice president, N. T. Smith, San Francisco; treasurer, L. J. Powers, Springfield, Mass.; secretary, W. H. Gocher, Hartford, Conn.

Among the members of the district boards were:

Central District—William C. Pollock, Cleveland; William R. Allen, St. Louis; Henry Schmulbach, Wheeling, W. Va.

Western District—D. C. Blake, Cedar Rapids, Iowa; J. L. Mitchell, Milwaukee; F. S. Gorton, Chicago.

Pacific District—E. P. Heald, A. B. Spreckels, John G. Kirkpatrick, San Francisco.

The old officers were re-elected, except that George W. Archer succeeds David Bonner as first vice president. John P. Schultz was added to the board membership in the Atlantic district; Henry Schmulbach succeeds V. L. Kirkman in the Central district, and John G. Kirkpatrick replaces C. M. Chase in the Pacific district. With these exceptions, the old members of the district boards were re-elected.

The next meeting of the National Trotting Association will occur in 1902.

Certain alterations in the trotting rules were adopted. The most important shortens "distance" on mile tracks to 80 yards when less than eight horses start; in other cases it will be 100 yards. On half-mile tracks the "distance" is to be 100 and 150 yards respectively.

A new section to the rules on expulsion provides that all persons and horses under expulsion for fraud by reputable trotting and running associations in any country conducting racing under established rules shall be also expelled from all tracks of the American and National associations. This rule, and the rules establishing the "distance" are in complete accordance with those of the American Association and marks the commencement of a permanent agreement between the two organizations.

The republic of Venezuela contains 506,159 square miles. It is larger than any country in Europe except Russia.

MILLIONAIRE'S BODY IS BORNE TO FINAL REST

Funeral of Dunsmuir Was Very Large.

Oakland Office San Francisco Call, 1118 Broadway, Feb. 14.

The remains of the late Alexander Dunsmuir were laid away in Mountain View Cemetery this afternoon after an impressive ceremony at the Church of the Advent in East Oakland. A large number of people attended the obsequies, many of whom came from other parts of the country, and the handsome coffin was buried in a mound of flowers.

Among the mourners representing the family of the late millionaire were Mrs. Alexander Dunsmuir, the widow; Mr. and Mrs. James Dunsmuir, the former the brother of the deceased; R. W. Dunsmuir, and Miss B. Dunsmuir, nephew and niece respectively of the dead man.

Rev. William C. Shaw officiated at the funeral services and the pallbearers were: Captain Freeman, master of the ship Glory of the Seas; Captain James McIntyre, master of the steamer Bristol; J. P. Taylor, Dunsmuir representative in Oakland; Dr. Thorne of San Francisco; George Fritch of San Francisco.

The followin friends sent flowers: Thomas Morton of San Francisco, Grace L. Trevor, Oakland; Miss Brizzolara, San Francisco; E. F. Gerald of the Pacific-Union Club; James Dunsmuir, E. B. Brock, James P. Taylor, Oakland; John Dunsmuir; Edna Wallace, the actress, who is a daughter of the widow; Mr. and Mrs. Agnew, Mr. and Mrs. John Hanley. A number of large floral emblems were also sent by employes of the deceased in different parts of the coast. Many of the men also attended the funeral.

Attorney Aldrich's Narrow Escape.

OAKLAND, Feb. 14.—While being conveyed in Dr. J. M. Shannon's buggy to his office Attorney Hugh Aldrich had a very narrow escape from being killed on Broadway yesterday. One of the doctor's horses fell and the occupants were spilled out on the roadway. Regaining his equilibrium Attorney Aldrich attempted to stop the horse that had not fallen from pulling the vehicle over the prostrated animal, when he was suddenly struck by the pole of the wagon and knocked a considerable distance ahead. As the vehicle again approached him Aldrich was pinioned to the ground. Bystanders finally rescued him.

Wife Charges Desertion.

OAKLAND, Feb. 14.—Divorce proceedings were begun to-day by Mary P. Sargent against Edward O. Sargent, a painter for the Southern Pacific Company. The wife in her complaint alleges desertion as the ground of her cause of action. Cary Howard appears as her attorney.

Defaults, owing to the failure of defendants to appear or answer, were entered to-day in the divorce suits of Maggie V. Welden against Edward E. Welden, and Ida Dempsey against James C. Dempsey.

IMPERIAL TRADE MARK COCOA

An aristocratic beverage at a popular price.

50 cups.....30 cts

No one is too rich to use it—for there is no other quite as good. No one is too poor—for it is the most economical.

"IT BEATS THE DUTCH."

D. GHIRARDELLI CO., S. F.

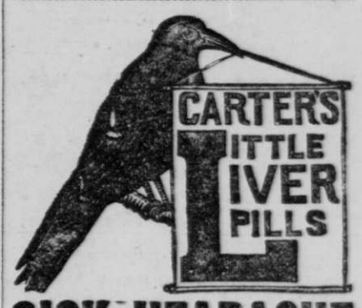
Death of Mrs. Emma Petry.

ALAMEDA, Feb. 14.—Mrs. Emma Petry died last night at her home, 2305 Railroad avenue. Deceased was aged 48 years, a native of Germany and besides a husband leaves seven children.

Cristoforo Colombo Ball.

OAKLAND, Feb. 14.—The third annual ball of the Cristoforo Colombo Society of Oakland will be given at Germania Hall on Saturday evening next.

ADVERTISEMENTS.



SICK HEADACHE

Positively cured by these Little Pills.

They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable.

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The Largest Anatomical Museum in the World. Weaknesses or any contracted disease positively cured by the oldest Specialist on the Coast. Est. 36 years.

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OCEAN TRAVEL.

Pacific Coast Steamship Co.

Steamers leave Broadway wharf, San Francisco:

For Alaskan ports, 10 a. m. Feb. 5, 10, 15, 20, 25; Mar. 2. Change to company's steamers at Seattle.

For Victoria, Vancouver, (B. C.), Port Townsend, Seattle, Tacoma, Everett, Anacortes and New Whatcom (Wash.), 10 a. m., Feb. 5, 10, 15, 20, 25, Mar. 2, and every fifth day thereafter; change at Seattle to this company's steamers for Alaska and G. N. Ry.; at Tacoma to N. P. Ry.; at Vancouver to C. P. Ry.

For Eureka (Humboldt Bay), 2 p. m., Feb. 3, 8, 13, 18, 23, 28, Mar. 5, and every fifth day thereafter.

For Santa Cruz, Monterey, San Simeon, Cayucos, Port Harford (San Luis Obispo), Gaviota, Santa Barbara, Ventura, Hueneme, San Pedro, East San Pedro (Los Angeles) and Newport, 9 a. m., Feb. 4, 8, 12, 16, 20, 24, 28, Mar. 4, and every fourth day thereafter.

For San Diego, stopping only at Port Harford (San Luis Obispo), Santa Barbara, Port Los Angeles and Redondo (Los Angeles), 11 a. m., Feb. 2, 6, 10, 14, 18, 22, 26, Mar. 2, and every fourth day thereafter.

For Ensenada, Magdalena Bay, San Jose del Cabo, Mazatlan, Altata, La Paz, Santa Rosalia and Guaymas (Mex.), 10 a. m., 7th of each month.

For further information obtain company's folder.

The company reserves the right to change steamers, sailing dates and hours of sailing, without previous notice.

TICKET OFFICE—4 New Montgomery street (Palace Hotel).

GOODALL, PERKINS & CO., Gen. Agts., 10 Market st., San Francisco.

THE O. R. & N. CO.

DISPATCH FAST STEAMERS TO PORTLAND

From Spear-street Wharf at 10 a. m.

FARE $12 First Class $8 Second Class Including Berth and Meals.

COLUMBIA sails.....Feb. 17, 27, Mar. 9, 19

STATE OF CALIFORNIA sails.....Feb. 12, 22, March 4, 14, 24

Short line to Walla Walla, Spokane, Butte, Helena and all points in the Northwest. Through tickets to all points East.

E. C. WARD, General Agent, 630 Market st.

GOODALL, PERKINS & CO., Superintendents.

AMERICAN LINE.

NEW YORK, SOUTHAMPTON, LONDON, PARIS.

Stopping at Cherbourg, westbound.

From New York every Wednesday, 10 a. m.

New York.....Feb. 14 | New York.....March 7
St. Louis.....Feb. 21 | St. Paul.....March 14
Friesland.....Feb. 28 | Kensington..March 21

RED STAR LINE.

New York and Antwerp.

From New York every Wednesday, 12 noon.

Kensington.....Feb. 14 | Southwark...March 7
Noordland.....Feb. 21 | Westernland.March 14
Friesland.....Feb. 28 | Kensington..March 21

EMPIRE LINE.

Seattle, St. Michael, Dawson City.

For full information regarding freight and passage apply to INTERNATIONAL NAVIGATION COMPANY, 30 Montgomery st., or any of its agencies.

TOYO KISEN KAISHA.

STEAMERS WILL LEAVE WHARF, CORNER of First and Brannan streets, 1 p. m., for YOKOHAMA and HONGKONG, calling at Kobe (Hiogo), Nagasaki and Shanghai, and connecting at Hongkong with steamers for India, etc. No cargo received on board on day of sailing.

AMERICA MARU.....Wednesday, March 7
HONGKONG MARU.....Saturday, March 31
NIPPON MARU.....Wednesday, April 25

Via Honolulu.

Round-trip tickets at reduced rates. For freight and passage apply at company's office, 421 Market st., corner First.

W. H. AVERY, General Agent.

OCEANIC Steamship Company

The S. S. Alameda sails via Honolulu and Auckland for Sydney Wednesday, Feb. 21, at 8 p. m.

The S. S. Australia sails for Honolulu Wednesday, March 7, 1900, at 2 p. m.

Favorite line around the world via Hawaii, Samoa, New Zealand, Australia, India, Suez, England, etc.; $610 first class.

J. D. SPRECKELS & BROS. CO., Agts., 114 Montgomery. Pier 7, Foot Pacific St. Freight Office, 327 Market St.

COMPAGNIE GENERALE TRANSATLANTIQUE.

DIRECT LINE TO HAVRE-PARIS.

Sailing every Thursday instead of Saturday, from November 2, 1899, at 10 a. m., from Pier 42, North River, foot of Morton st.; L'AQUITAINE, Feb. 15; LA GASCOGNE, Feb. 22; LA TOURAINE, March 1; LA BRETAGNE, March 8. First class to Havre, $60 and upward; 5 per cent reduction on round trip. Second class to Havre, $45; 5 per cent reduction on round trip. GENERAL AGENCY FOR UNITED STATES AND CANADA, 32 Broadway (Hudson building), New York. J. F. FUGAZI & CO., Pacific Coast Agents, 5 Montgomery ave., San Francisco.

BAY AND RIVER STEAMERS.

FOR U. S. NAVY YARD AND VALLEJO.

Steamer "Monticello."

MON., Tues., Wed., Thurs. and Sat. at 9:45 a. m.; 2:15, 8:30 p. m. (ex. Thurs. night); Fridays, 1 p. m. and 8:30; Sundays, 10:30 a. m., 3 p. m. Landing and office, Mission-street Dock, Pier No. 2. Telephone Main 1508.

FARE.....50c

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