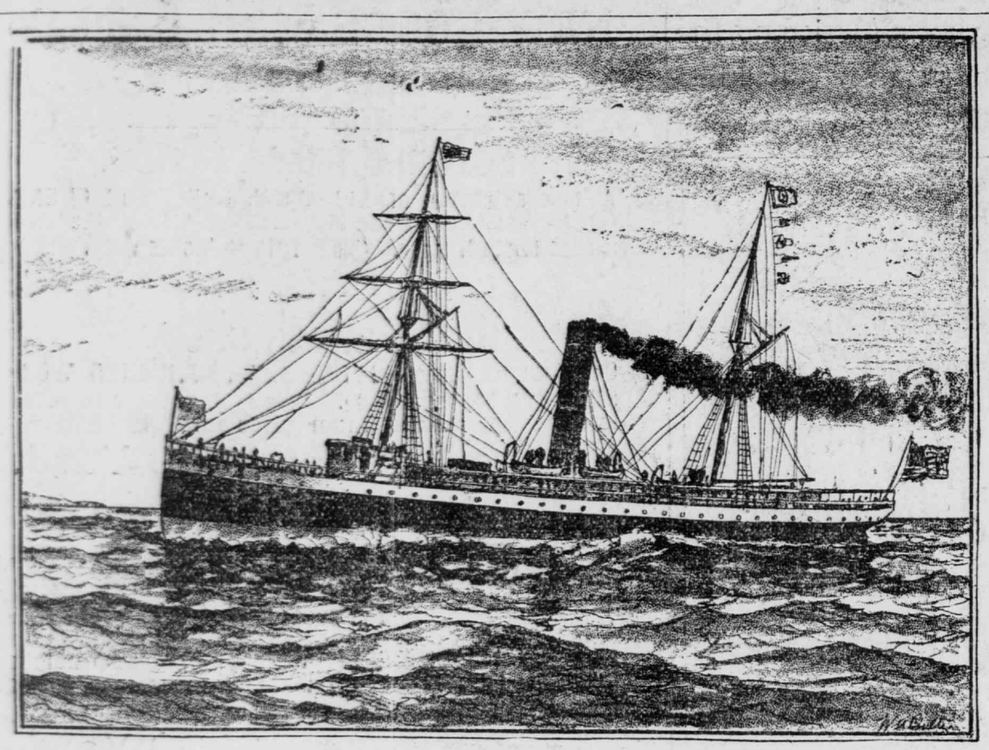
DASTARDLY ATTEMPT TO WRECK STEAMSHIP ALAMEDA'S ENGINES



THE OCEANIC STEAMSHIP COMPANY'S REJUVENATED ALAMEDA STARTING ON HER TRIP TO HONOLULU. SOME RASCALS ATTEMPTED TO WRECK THE NEW ENGINES BY PLACING PIECES OF IRON IN THE STEAM CHESTS AND EMERY POWDER IN THE OIL PIPES.

BUSINESS was lively on the front yesterday. The Arequipa arrived from South and Central American ports and the transport Kilpatrick from Manila, while the Alameda sailed for Honolulu. A dastardly attempt was made to wreck the engines of the latter vessel, and had it succeeded it might have been weeks instead of days before the passengers reached Honolulu.

The Alameda had her trial trip last Sunday, and it was a success from every point of view. The following Tuesday the white firemen were discharged and a Japanese crew put in their place. Everything went along as usual until Friday afternoon, when one of the Risdon Iron Works machinists dropped his square into one of the cylinders, the head having been taken off that everything might be inspected before going to sea.

In order to recover the square the piston rod had to be taken out, and then a small flat piece of iron was discovered at the steam port in the steam chest. Marine Superintendent Kingsland of the Risdon was still in charge of the ship, and he at once ordered the entire engine taken apart. Four more pieces of flat iron were found in the steam ports, and all the oil pipes were found charged with emery powder.

Had the Alameda gone to sea without these things being discovered the emery powder would have eaten all the face off the brasses, the steam when under high pressure would have driven the pieces of flat iron into the cylinders and the piston rod, working at lightning speed, would have done the rest. The bottom would have been driven out of the cylinder, the steam chest would have been wrecked and the stout mail boat would have been helpless. As it is, the machinery is in splendid shape and a quick run to Hawaii is assured.

The cabin passengers on the Alameda were the following named:

A. D. Baldwin, L. E. Beebe, J. W. Bergstrom, G. Bertram, B. W. Bonell, Charles F. Branschied, A. A. Braymer, George T. Cameron, Mrs. Cameron, W. M. Carpenter, D. J. Cashman, Miss Costigan, T. C. Davies, Mrs. Davies, Miss B. Dickey and maid, F. S. Doernbecker, Mrs. Doernbecker, A. B. C. Dohrmann, E. P. Dole, Mrs. Dole, W. E. Easton, H. Ehlers, P. Ehlers, W. B. Ellis, W. W. Funge Jr., Mrs. J. Gurney, Miss E. Gurney, S. C. Hammond, F. W. Hankey, H. H. Howard, J. Hutchinson, G. Irby, F. S. la Crosse, A. E. Lloyd, Mrs. A. Long, C. D. Lufkin, Mrs. C. F. McKenzie, Elise Nelson, L. Reinert, A. C. Ridgway, Mrs. G. Rockey, Mrs. C. H. Schmidt, H. Schultz, Mrs. M. Schuman, H. H. Scovel, J. J. Sullivan, Mrs. H. C. Tabrett, E. C. Toie, Mrs. J. Waller, C. W. Whittle, Mrs. Whittle and child, Mrs. F. T. Williams and two children and H. L. Williams.

Water Front Notes.

The Mattewan, which arrived on the Sound yesterday, reports passing the brig Courtney Ford partly dismasted off Umatilla reef on the 11th inst. The Courtney Ford was on her way from here to Alaska with a cargo of merchandise. Later news to the Merchants' Exchange states that the Ford arrived at Port Townsend last night.

W. A. Boole & Son are about to lay the keel of another four-masted barkentine for Hind, Rolph & Co. She is to carry 1,400,000 feet of lumber. The same firm has a contract to build still another barkentine, which will be a duplicate of the Lahaina.

Steamer Movements.

TO ARRIVE.

Steamer.	From.	Due.
Milton	San Diego	Oct. 13
Arcata	Coos Bay & Pt. Orford	Oct. 13
Homer	Humboldt	Oct. 13
Progreso	Seattle	Oct. 14
Eureka	Humboldt	Oct. 14
Empire	Coos Bay	Oct. 14
Sonoma	Sydney & Way Ports	Oct. 14
Walla Walla	Puget Sound Ports	Oct. 14
Rival	Willapa Harbor	Oct. 14
Rainier	Seattle & New What	Oct. 15
San Pedro	Humboldt	Oct. 15
Corona	Redondo & Way Ports	Oct. 15
America Maru	China and Japan	Oct. 15
St. Paul	Nome & St. Michael	Oct. 15
Tellus	Oyster Harbor	Oct. 16
Australia	Tahiti	Oct. 16
Sesostris	Hamburg & Way Pts.	Oct. 16
Matteawan	Tacoma	Oct. 16
San Juan	Panama & Way Ports	Oct. 17
Santa Rosa	San Diego & Way Pts.	Oct. 17
G. W. Elder	Portland and Astoria	Oct. 17
Crescent City	Crescent City	Oct. 17
Grace Dollar	San Pedro	Oct. 17
Pomona	Humboldt	Oct. 17
Point Arena	Point Arena	Oct. 17
North Fork	Humboldt	Oct. 18
Mandalay	Coquille River	Oct. 18
Umatilla	Puget Sound Ports	Oct. 19
Leelanaw	New York via Panama	Oct. 20
Loa	Valparaiso & Way Pts	Oct. 21
Alliance	Portland & Coos Bay	Oct. 21

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	October 13.		
Hyades	N. Y. via Panama	2 pm	Pier 38
City Puebla	Puget Sound Ports	11 am	Pier 9
Santa Rosa	San Diego	9 am	Pier 11
Point Arena	Point Arena	2 pm	Pier 2
	October 14.		
Pomona	Humboldt	1:30 p	Pier 9
	October 15.		
Arcata	C. Bay & Pt. Orfd.	4 pm	Pier 13
Coptic	China and Japan	1 pm	PMSS
Columbia	Astoria & Portland	11 am	Pier 24
	October 16.		
Empire	Coos Bay	4 pm	Pier 13
Eureka	Humboldt	9 am	Pier 15
	October 17.		
San Pedro	Humboldt	10 am	Pier 2
Rival	Willapa Harbor	.....	5th St.
Corona	Redondo & Way	11 am	Pier 11
Arequipa	Valparaiso & Way	12 m	Pier 10
	October 18.		
Rainier	Seattle & N. What	5 pm	Pier 2
Walla Walla	Puget Sound Ports	11 am	Pier 9
Acapulco	Panama & Way	12 m	PMSS
	October 19.		
Point Arena	Point Arena	2 pm	Pier 2
Argyll	N. Y. via Panama	2 pm	Pier 38
	October 20.		
Santa Rosa	San Diego & Way	9 am	Pier 11
G. W. Elder	Astoria & Portland	11 am	Pier 24

FROM SEATTLE.

Steamer.	From.	Due.
Humboldt	Skaguay & Way Ports	Oct. 13
Cottage City	Skaguay & Way Ports	Oct. 14
Bertha	Valdez & Kodiak	Oct. 15
Dirigo	Skaguay & Way Ports	Oct. 15
Dolphin	Skaguay & Way Ports	Oct. 16
City of Seattle	Skaguay & Way Ports	Oct. 20
Farallon	Skaguay & Way Ports	Oct. 20

Shipping Intelligence.

ARRIVED.

Saturday, October 12.

Stmr Coos Bay, Nicolson, 3½ hours from Ameeport.

Stmr W H Kruger, Krog, 42 hours from San Pedro.

Stmr Santa Paula, McGovern, 60 hours from San Pedro, in tow of tug Rescue.

Stmr Columbia, Doran, 57¼ hours from Portland, via Astoria 43 hours.

Stmr Pomona, Shea, 20 hours from Eureka.

Stmr Alex Duncan, Smith, 8 hours from Pigeon Point.

Stmr Alcazar, Martin, 41 hours from Redondo.

Stmr National City, Dettmers, 15 hours from Fort Bragg.

U S stmr Kilpatrick, Rogers, 30 days from Manila, via Iloilo 26 days 10 hours.

Chil stmr Arequipa, Lee, 35 days from Valparaiso; 17 days from Panama; 5 days from Mazatlan.

Nor stmr Titania, Egenes, 4 days from Nanaimo.

Schr J M Weatherwax, Sorensen, 8 days from Astoria.

Schr Ocean Spray, Halverson, 24 hours from Bowens Landing.

CLEARED.

Saturday, October 12.

Stmr Alameda, Herriman, Honolulu; J D Spreckels & Bros Co.

Stmr City of Puebla, Jepsen, Victoria, etc; Goodall, Perkins & Co.

Stmr Hyades, Garlick, Panama; Panama R R & S S Line.

Stmr Czarina, Seaman, Seattle; E T Kruse.

Bark Haydn Brown, Asplund, Sydney; The Charles Nelson Co.

Bark W B Flint, Johnson, Kahului; Alexander & Baldwin, Ltd.

Fr bark MacMahon, Chotard, Queenstown; S Wangenheim & Co.

Schr Lizzie Vance, Olsen, Honolulu; G Lindauer.

SAILED.

Saturday, October 12.

Stmr Alameda, Herriman, Honolulu.

Stmr Crescent City, Payne, Crescent City.

Stmr Iaqua, Gunderson, Eureka.

Stmr Alex Duncan, Smith, southern coast.

Stmr Robert Dollar, Ellefsen, ——.

Stmr North Fork, Fosen, Eureka.

Stmr Scotia, Walvig, Albion.

Stmr Alcazar, Martin, ——.

Stmr Coos Bay, Nicholson, Moss Landing.

Br stmr Royalist, Tierney, St Vincent.

Ship Stardard, Maclachlan, Puget Sound.

Schr San Buenaventura, Holmberg, Grays Harbor.

Schr Newark, Crangle, Stewarts Point.

Schr Lizzie Vance, Olsen, Honolulu.

Schr Webfoot, Mercer, Willapa Harbor.

Schr Eliza Miller, Christiansen, Coos Bay.

Schr Marion, Topfer, Tacoma.

Schr Jennie Wand, Christiansen, Grays Harbor.

Schr Mary Etta, Nyman, Bowens Landing.

SPOKEN.

Oct 11, two miles W of Umatilla Lightship—Brig Courtney Ford, from Unga, for Puget Sound, partially dismasted. Spoken by stmr Matteawan.

TELEGRAPHIC.

POINT LOBOS, Oct 12, 10 p m—Weather hazy; wind NW, velocity 12 miles per hour.

DOMESTIC PORTS.

CASPAR—Arrived Oct 12—Stmr Ruth, hence Oct 11.

Sailed Oct 12—Stmr Samoa, for Redondo.

NOME—Arrived Sept 28—Stmr St Paul, hence Sept 15.

SEATTLE—Arrived Oct 12—Stmr John S Kimball, from Nome.

COOS BAY—Arrived Oct 12—Stmr Empire, hence Oct 8.

SAN PEDRO—Arrived Oct 10—Schr Louise, from Umpqua. Oct 12—Schr Annie Larsen, from Tacoma.

Sailed Oct 12—Schr Meteor, for Port Townsend.

ASTORIA—Sailed Oct 12—Bark Prussia, for San Francisco.

Arrived Oct 12—Stmr Geo W Elder, hence Oct 10; Ger ship Rickmer Rickmers, from Hiogo.

PORT LOS ANGELES—Arrived Oct 12—Stmr Sequoia, from Fort Bragg.

TACOMA—Sailed Oct 12—Bktn Portland, for San Francisco.

EUREKA—Arrived Oct 12—Schr Otelia Pedersen, hence Oct 2; stmr Eureka, hence October 11.

Sailed Oct 12—Stmr Homer, for San Francisco.

SAN DIEGO—Arrived Oct 12—Ger stmr Sesostris, from Hamburg, via Guayaquil; schr Lottie Carson, from Eureka.

PORT BRAGG—Arrived Oct 12—Stmr Coquille River, hence Sept 27.

ROCKPORT—Sailed Oct 12—Stmr Navarro, for San Francisco.

PORT BLAKELEY—Sailed Oct 12—Schr Fannie Dutard, for Ventura; schr G W Watson, for San Francisco.

Arrived Oct 12—Schr H D Bendixen, for San Francisco.

VENTURA—Sailed Oct 11—Stmr Grace Dollar, for San Francisco.

BALLARD—Arrived Oct 11—Schr Corona, from San Pedro.

PORT LUDLOW—Sailed Oct 12—Schr J M Colman, for San Pedro.

TACOMA—Arrived Oct 12—Stmr Matteawan, hence Oct 8.

PORT GAMBLE—Arrived Oct 12—Bark Abby Palmer, from Port Townsend; schr Queen, from Petropaulovski.

PORT TOWNSEND—Passed in Oct 12—Stmr John S Kimball, from Nome.

Arrived Oct 12—Brik Courtney Ford; was bound from Everett for Unga; dismasted; put back in distress.

FOREIGN PORTS.

FREMANTLE—Sailed Oct 12—Ship James Drummond, for Newcastle, Aus.

CAPE TOWN—Sailed Oct 12—Ship A J Fuller, for Newcastle.

HAMBURG—In port Sept 27—Br ship Kate Thomas, for Victoria.

DEAL—Passed Oct 11—Br ship Belford, for ——.

KINSALE—Passed Oct 11—Br ship Port Carlisle, from Portland, for Queenstown.

FRASER RIVER—Sailed Oct 10—Br ship Largo Law, for Liverpool; Br ship Blythswood, for Liverpool.

HULL—Arrived Oct 12—Br stmr Ching Wo, from Tacoma.

YOKOHAMA—Sailed Oct 12—Br stmr Gaelic, for San Francisco.

MAZATLAN—Sailed Oct 11—Stmr San Juan, for San Francisco.

OCEAN STEAMERS.

NEW YORK—Sailed Oct 12—Stmr Patricia, for Hamburg; stmr Amsterdam, for Rotterdam, via Boulogne; stmr Tauric, for Liverpool; stmr City of Rome, for Genoa; stmr Umbria, for Liverpool; stmr Hohenzollern, for Naples; stmr British Priness, for Antwerp.

Arrived Oct 12—Stmr Celtic, from Liverpool.

Arrived Oct 12—Stmr Bohemian, from Liverpool.

LIVERPOOL—Arrived Oct 12—Stmr Campania, from New York.

Sailed Oct 12—Stmr Etruria, for New York.

ANTWERP—Arrived Oct 12—Stmr Friesland, from New York.

Sailed Oct 12—Stmr Zeeland, for New York.

HAVRE—Sailed Oct 12—Stmr L'Aquitaine, for New York.

BREMEN—Sailed Oct 12—Stmr Bremen, for New York.

CHERBOURG—Sailed Oct 12—Stmr Philadelphia, from Southampton, for New York.

HONGKONG—Arrived prior to Oct 12—Stmr China, from San Francisco, via Honolulu and Yokohama.

YOKOHAMA—Arrived prior to Oct 12—Stmr Doric, from San Francisco, via Honolulu, for Hongkong.

GRAPE-NUTS.

ATHLETE'S FAILURE.

Was Not a Success Until He Was Put on the Right Food.

Cecelius X. Hale of 1717 Barclay St., Baltimore, Md., now quite a famous runner, has had some interesting experience in regard to proper feeding. His testimony is worth the attention of any athlete, or, in fact, of any person who cares for good, sturdy, powerful health.

"Up to about 18 months ago I had been in many athletic contests without much success. I about made up my mind it was time to stop, but a physical director of the Y. M. C. A. of this city advised me to use Grape-Nuts food and Postum Cereal Coffee as principal factors in my diet.

"I accepted the advice and to-day am in possession of perfect health and a great many medals won in different athletic events. I can now run a race and finish in fine condition, whereas before I started on the right diet I would find myself in a faint at the end of a race.

"Formerly I had more or less nervous trouble and severe headaches. I am glad to say since using Grape-Nuts and Postum Food Coffee I have forgotten what a headache feels like. My heart is in perfect condition, whereas while I was using ordinary coffee it would not stand the heavy strain. This statement is absolutely true, and I do not object to your publishing it, for it may bring back health and strength to some poor being suffering from ill health caused by the use of improper food."

There is a reason for this. In the first place, ordinary coffee will show its effects somewhere in the nervous system—frequently in weakening of the heart or in stomach troubles, which prevents one from obtaining the strength and value of food. It is, therefore, necessary to quit the use of this drug, and in its place use Postum Cereal Food Coffee and Grape-Nuts Food.

They were both invented by a food expert and are made at the famous pure food factories of the Postum Cereal Co., Ltd., at Battle Creek, Mich. This food and the food drink are both made for a definite purpose, and there are thousands of users throughout the world that can testify, from practical experience, that the theory is borne out by the facts.

MACHINIST VICTIM DIES OF WOUNDS

Four Suspects Are Held for the Murder of George Rice.

Evidence Points to William Buckley as Man Who Did Shooting.

Little Erline Piatt Identifies Him Positively as the Man Whom She Saw Fire the Fatal Shots.

George W. Rice, the non-union machinist, who was clubbed and shot Friday evening at Twentieth and Howard streets, died yesterday morning at 9 o'clock at the City and County Hospital. Four men are in the "tanks" at the City Prison, held on suspicion of being implicated in the murder. They are William Buckley, who was chased and captured immediately after the shooting and to whom the evidence points as the man who fired the fatal shots; Charles Donnelly, an ex-convict; Thomas Moran, a baker, of 536 Third street, and Edward J. Duncan, a union machinist, living at 430 Brannan street.

The murder was apparently a cold-blooded and deliberately planned assassination. Rice, though a non-union man, had not taken the place of any striker, as he had been employed at the Golden State and Miners' Iron Works between three and four years. His refusal to go out with the strikers, however, led to an attack upon him on Fourth street August 7, and in self-defense he fired several shots. It is thought he wounded one or more of his assailants and that his murder was the direct result of that affray.

Every feature of the attack upon Rice was dastardly. His assailants rode from First to Twentieth street upon the same car with the non-union man. The moment he alighted one of them struck him with a white oak club, shaped like a policeman's club and loaded with lead. Rice was unarmed and at their mercy, but as he turned to attempt to defend himself another of the gang deliberately shot him and continued shooting after his victim had fallen, firing four shots, three of which took effect.

Buckley Modifies Statement.

When Buckley was arrested he made a statement which the police were convinced was not true. Later he qualified his statement in the presence of Detectives Ryan and Bailey, Warrant Clerk Burke and Sergeant Duke after he had been taken to the City and County Hospital to be identified by Rice. He said that Friday afternoon he was in Maloney's saloon at Brennan and Zoe streets with Duncan, Donnelly and Moran. Duncan said something about there going to be a fight out on Twentieth street and wanted to know if they would go out and see it. He thought it was going to be a fist fight, and after they all left the saloon they met two men, strangers to him. At Second and Howard streets they stopped to wait for a car. One of the two strangers went down Howard street toward First. Several cars passed them till finally a car came along and the stranger who had joined them said, "This is the car." The other stranger, who had left them, was on the car. Duncan had gone on with a previous car. When the car reached Twentieth street a man got off, and as he was stepping off the car the stranger who had been on the car hit him several times with a big club. As the man fell from the beating he saw the stranger who had told them what car to take go up to him and shoot several times at him. When Buckley heard the shots he ran and the man who had done the shooting ran in the same direction. He had seen the man who did the clubbing several times before, but never saw the man who fired the shots till that day.

As soon as this statement was made Ryan and Bailey went in search of the men referred to by Buckley. They first arrested Moran at his lodging house, but he denied knowing anything about the shooting. Further than that he would say nothing. At the City Prison they confronted him with Buckley, who said to him; "Well, Tom, they have got me and got me right. I told them that you were there and that you would prove I had nothing to do with the shooting. I depend on you for that because you know I had nothing to do with it."

Conflicting Stories Told.

Later the detectives arrested Donnelly as he was coming out of his house at Brannan and Zoe streets. They asked him if he knew anything about the shooting at Twentieth and Howard streets, and he replied he knew nothing about it. He denied being out with Buckley and Moran. He said he had left Maloney's saloon with them Friday afternoon, but after leaving the saloon he left them on Third street and went into a saloon and got drunk. Buckley was confronted with him at the City Prison and begged him as he had Moran to say that he had nothing to do with the shooting. Donnelly then said: "Yes, I did lie to you in the first place. I was with Buckley and Moran, but Buckley was on the south side of the car, where Rice was. When we got to Twentieth and Howard streets and the car stopped I heard two or three shots fired, but I could not see who fired them." He added that he did not know there was going to be a fight, that he had been drinking and Moran had asked him to take a ride. Moran was then brought out and again confronted with Buckley and Donnelly, but he persistently denied having been at Twentieth and Howard streets with them.

Later Moran made a statement to Captain Seymour, in which he admitted being in Maloney's saloon with the others and leaving it to go to Twentieth and Howard streets "to see a 'scab' beaten," as he said. When the car stopped at Twentieth and Howard streets he and Donnelly got off the right side of the car. He heard shooting on the left side of the car and ran away. He saw another man running away, but did not know who he was. He ran because he did not want to get mixed up in the shooting.

Duncan was arrested yesterday afternoon and made a statement to Captain Seymour. He lives over Maloney's saloon. He said he was a union machinist but was not one of the locked-out men. He sometimes tended bar for Maloney, and he served drinks to Donnelly, Moran and Buckley Friday afternoon. He denied saying anything to any of them about going out "to get a 'scab'." He left the saloon with them and went as far as Third and Brannan or Bryant. He did not get on the Howard street car with them. He got on a car between Eleventh and Twelfth streets and got out at Twentieth street, as he wanted to find a man named Edward Angelus, who owed him money. He did not find him till the shooting took place and saw him in the crowd. He was on Twentieth street when he heard the shots. Then he saw several men running down the opposite side of Twentieth street into Shotwell and a mail carrier was chasing them. He did not know any of the men who were running.

Erline Piatt Saw Buckley Shoot.

The men have made so many contradictory statements that Captain Seymour is convinced that they were implicated in the murder. To give strength to his conviction Erline Piatt, a little girl, the daughter of W. J. Piatt, 2496 Howard street, was taken to the City Prison by her father yesterday afternoon. Buckley, Donnelly and Moran were placed alongside of three other men, and the little girl picked out Buckley as the man she saw fire the four shots at Rice. She said:

I was riding with my papa out on the Howard street car at about 6 o'clock last night. A girl was sitting next to me and when the car got to Twentieth street she wanted to get off. There was a man standing on the step in front of her holding on to the pole. She poked him in the back but he did not notice her. I then saw a man clubbing another man near the car and the man who was poked in the back jumped off the car and fired two shots at the man who was being beaten. The man with the club then ran. The man fired two more shots and then he, too, ran. The man who fired the shots was the man that I saw in the City Prison just now. I saw another man in the City Prison who looks like the man who did the clubbing.

Donnelly was the man whom the girl identified as doing the clubbing.

Rice made an ante-mortem statement to Sergeant Duke at the City and County Hospital, which was witnessed by Edith McGillivray, Dr. William A. Reckers, John J. Prendergast and James A. Kelly. He said:

I believe I am about to die. To-night I rode out on the car on the inside and a man who was sitting on the outside of the car got off when I did and he shot me. My best impression is that he was a man of medium height, about five feet seven inches and smooth shaven, and that he had on a white hat and I thought he was dark complexioned.

This answers Buckley's description. When Buckley was taken to the hospital by Detectives Ryan and Bailey, with Warrant Clerk Burke to make a statement, Rice was not in a condition to make a statement. They asked Rice if he knew Buckley, and he said he had met him earlier in the evening. He said the man who shot him wore a light hat similar to the one worn by Buckley. While he would not say positively that Buckley was the man, he stated that he was reasonably certain that he was.

Rice was 38 years old. He was unmarried and lived at 3353 Twentieth street with his mother and three brothers. The time of the inquest has not yet been set.

ADVERTISEMENTS.

What Shall We Eat

To Keep Healthy and Strong?

A healthy appetite and common sense are excellent guides to follow in matters of diet, and a mixed diet of grains, fruits

and meats is undoubtedly the best, in spite of the claims made by vegetarians and food cranks generally.

As compared with grains and vegetables, meat furnishes the most nutriment in a highly concentrated form and is digested and assimilated more quickly than vegetables or grains.

Dr. Julius Remusson on this subject says: Nervous persons, people run down in health and of low vitality, should eat plenty of meat. If the digestion is too feeble at first it may be easily strengthened by the regular use of Stuart's Dyspepsia Tablets after each meal. Two of these excellent tablets taken after dinner will digest several thousand grains of meat, eggs or other animal food in three or four hours, while the malt diastase also contained in Stuart's Tablets cause the perfect digestion of starchy foods, like potatoes, bread, etc., and no matter how weak the stomach may be, no trouble will be experienced if a regular practice is made of using Stuart's Dyspepsia Tablets, because they supply the pepsin and diastase so necessary to perfect digestion, and any form of indigestion and stomach trouble except cancer of the stomach will be overcome by their daily use.

That large class of people who come under the head of nervous dyspeptics should eat plenty of meat and insure its complete digestion by the systematic use of a safe, harmless digestive medicine like Stuart's Dyspepsia Tablets, composed of the natural digestive principles, peptones and diastase, which actually perform the work of digestion and give the abused stomach a chance to rest and to furnish the body and brain with the necessary nutriment. Cheap cathartic medicines masquerading under the name of dyspepsia cures are useless for relief or cure of indigestion, because they have absolutely no effect upon the actual digestion of food.

Dyspepsia in all its forms is simply a failure of the stomach to digest food and the sensible way to solve the riddle and cure the indigestion is to make daily use at meal time of a safe preparation which is indorsed by the medical profession and known to contain active digestive principles, and all this can truly be said of Stuart's Dyspepsia Tablets.

All druggists throughout the United States, Canada and Great Britain sell them at the uniform price of fifty cents for full treatment.

ADVERTISEMENTS.

SENT FREE TO MEN!

A Most Remarkable Remedy That Quickly Restores Lost Vigor to Men.

A Free Trial Package Sent by Mail to All Who Write.

Free trial packages of a most remarkable remedy are being mailed to all who will write the State Medical Institute. They cured so many men who had battled for years against the mental and physical suffering of lost manhood that the Institute has decided to distribute free trial packages to all who write. It is a home treatment, and all men who suffer from any form of sexual weakness resulting from youthful folly, premature loss of strength and memory, weak back, varicocele or emaciation of parts can now cure themselves at home.

The remedy has a peculiarly grateful effect of warmth and seems to act direct to the desired location, giving strength and development just where it is needed. It cures all the ills and troubles that come from years of misuse of the natural functions and has been an absolute success in all cases. A request to the State Medical Institute, 328 Elektron building, Fort Wayne, Ind., stating that you desire one of their free trial packages, will be complied with promptly. The Institute is desirous of reaching that great class of men who are unable to leave home to be treated, and the free samples will enable them to see how easy it is to be cured of sexual weakness when the proper remedies are employed. The Institute makes no restrictions. Any man who writes will be sent a free sample, carefully sealed in a plain package, so that its recipient need have no fear of embarrassment or publicity. Readers are requested to write without delay.

JOE ROSENBERG'S. | JOE ROSENBERG'S. | JOE ROSENBERG'S.

Every Purchase You Make During This Sale Represents a Saving of Fully 25 to 33 Per Cent.

We bought 5000 Battenberg hand-made Scarfs and Tidies from an embarrassed European manufacturer for less than the duty paid on them. Industrious women, who have been making your own laces, come in and inspect them and you'll never make any more at these prices, because we are selling them for less than you can buy the linen and thread, without making them.

LOT 1—12 inches by 12 inches, made in the latest lace designs, never sold less than 95c, his loss your gain 39c

LOT 2—97 center pieces, 18x18, linen center and finished by deep hand work Battenberg lace, round or square, the way we buy the way we sell 69c

ANOTHER—210 Battenberg Scarfs, linen center or lace 20 inches by 54 inches. The linen centers are made of extra heavy linen and trimmed with extra fine hand-made Battenberg lace; also all Lace. Others would call them bargains at five dollars. Prices here tell wonders $2.49

WORTH READING.

DIRECT FROM IRELAND.

That's where the best handkerchiefs are made, and that's where these come from.

85 dozen white handkerchiefs, made of extra heavy Belfast linen, hemstitched; a wonder for the money; 4 for 25c

MORE GOOD NEWS.

75 dozen hemstitched ladies' sheer white linen lawn handkerchiefs, newest narrow hem. Our prices are always right—6 for 60c

LAST BUT THE BEST OFFERING.

325 HANDKERCHIEFS, made in the newest Swiss designs—open and closed designs, all buttonholed, strong edged. These handkerchiefs are slightly soiled or mussed from being displayed in our show window. Consequence, we had to mark these 25c and 35c handkerchiefs to 12½c

YOU CAN CONGRATULATE YOURSELF

After taking advantage of these Corset Offerings.

365 pairs of the world-renowned W. B. CORSETS—made of the very best XXX English sateen—rustproof front steels, newest straight front effects, designed with low bust, long over the hips, bias cut, handgored, lace trimmed, finished with a rosette of satin ribbon; colors, black and white. It has also latest improvement of the new garter attachments, finished inside with an extra strong tape to prevent the corset from stretching. If we would ask you $3 for this corset it wouldn't be a cent too much. If we are fortunate in buying a bargain our patrons receive the benefit of it. Our price $1.50

Sale O'Farrell-street entrance.

TRUTH-TELLERS

Are what some of our customers call our advertisements.

LADIES' MUSLIN UNDERWEAR—No middleman's profit here. We are manufacturers.

75 LADIES' WHITE SKIRTS—Made of good, strong, soft bleached muslin, finished with a deep flounce, hemstitched edge; also dust ruffle. We challenge you to buy the material for what we ask for the skirt complete 50c

KNITTED UNDERWEAR.

Ladies' and Children's Knitted Underwear for less than cost.

VON HOFEN & CO. of LITTLE FALLS, N. Y., sample line. Samples, you know, are always better than the goods themselves. They are slightly soiled from being shown. We bought them. Therefore the reduction.

A FEW OF THE MANY PRICES:

CHILDREN'S COMBINATION SUITS, made of Peruvian cotton, Swiss ribbed 25c

CHILDREN'S VESTS and PANTS, made of soft finish Egyptian cotton, Swiss ribbed 19c

LADIES' PERUVIAN COTTON VESTS or PANTS, Swiss ribbed. 19c

LADIES' ALL-WOOL VESTS or PANTS, Lackenback quality, known for heat; physicians recommend them for health 98c

Many others equally as reasonable.

OUR ADVICE—Be one of the early birds; we've only one of a kind, so you can have first pick.

ACCURACY-

Our constant advertising aim, Ladies' Silk Waists, made of the best Givenau silk taffeta, tucked all over back, front and sleeves. New military front, with frosted gilt buttons; lined throughout, perfect in every detail. Made in all the newest fall colorings. $5.50 would not be a bit too much for these waists. Our challenge offer .. $3.75

A TALE OF LOW PRICES IN RIBBONS.

JOE ROSENBERG'S is known to be the ribbon store for PRICE and quality.

One of our good offerings, BLACK VELVET RIBBON, satin back:

Width No. 1, 10 yds to a piece. 15c pc

Width No. 1½, 10 yds to piece. 20c pc

NOTICE.

In looking through our ribbon stock we find we have too many all-silk black taffeta ribbons on hand. There is only one way to reduce our stock and the price must do it—

Width No. 7, yd 6c

Width No. 9, yd 8c

Width No. 22, yd 12c

Width No. 40, yd 15c

ONCE A YEAR

The European manufacturers send out their travelers to sell veils to stores. Here's one that he had just finished showing them. Rather than take them home with him and pay the freight he sold them to us at a wonderful concession. They are Tuxedo, plain and fancy meshes, chenille and other dotted effects; 36 inches long, just enough for a veil. Among them some have been sold as high as 35c and 50c. Our way of selling them ..... 12c each

STORE NEWS—DETAILS WELL WORTH READING.

LADIES' EIDERDOWN DRESSING SACQUES, in pink, blue and gray 59c

LADIES' PATENT LEATHER BELTS, the kind that will not crack 25c

LADIES' CHATELAINE BAGS, extra strong frame, well sewed, seal grained, black, brown and gray. 50c

Nickel-plated SAFETY PINS, large and small sizes, dozen 3c

PEARL BUTTONS; good, heavy kind, all sizes, dozen 5c

Mourning Pins, the good kind—2 boxes for a nickel.

HAIRPINS—4 packages in a box—2 boxes for a nickel.

CORSET FRONT STEELS, cloth covered 5c

BOOK PINS, assorted pins in a book; also black and white pins in the same book—a nickel a book.

JOE ROSENBERG

Mail Orders Solicited.

SOROSIS.

This time it is the name of the best ladies' glove that is made. It is made of picked French lambskin—piquet sewing—Paris point stitched backs. Patent two-clasp fasteners; all this season's newest colorings. Try a pair and you'll be convinced there is not a better glove made for wear or fit than these. Introductory price $1.00

LADIES' FLANNELETTE GOWNS AND SKIRTS ABOUT ONE-HALF.

Nothing wrong with these goods to cause a reduction. In fact there is no reduction with us; we bought them at auction and the loss is not ours.

LADIES' FLANNELETTE GOWNS, made of good striped flannelette, yoke front and back, turn-over collars, full length, full width; price 39c

Sale O'Farrell-street entrance.

WE'LL HAVE COLD WEATHER SOON.

LADIES' SHORT FLANNELETTE SKIRTS, pink and blue check, finished with a deep 9-inch flounce, white cambric band and drawstrings. Our opportunity; his loss; your gain 35c

HOSIERY—THE KIND THAT WEARS.

LADIES' HOSE—Made of the very best Egyptian cotton, black and white flowered design, Richelieu and narrow ribbed; also lace effects. An opportunity to buy hosiery at just one-half, a pair 25c

2½c INSTEAD OF 15c.

85 dozen LADIES' COLLARS, made of all linen, standing and turn over shapes; some perfect, others a little soiled. If we have your size here's a chance to buy collars for less than they charge you for laundering ..... 2½c each

WHAT EVERY LADY NEEDS.

CORSET COVERS—AT PRICES YOU HAVE NEVER BOUGHT THEM BEFORE. Made of extra fine soft bleached muslin, in the new tight-fitting French shape; neck trimmed with a fine torchon lace. At 25c you'd call them cheap. Our way of selling 19c

ANOTHER made of the same material and style, but trimmed with fine embroidery. This week selling at 19c

816 MARKET STREET,

Running through to 11 O'Farrell,

PHELAN BUILDING.

COMBINE GAINS PUBLIC FAVOR

Associated Company Has Control of Kern River Field.

There have been two matters of great interest to engage the attention of the oil men of the State during the past week. One, and naturally the leading topic, was the incorporation of the Associated Oil Company to take in the properties of the producing companies of the Kern and McKittrick districts, an account of which appeared exclusively in The Call. The other matter is the reduction of the rates for hauling oil to San Francisco by the railroads to the amount of a little over 8 cents per barrel. The latter is minimized, although valuable for the present, by the moves that are being made for a pipe line from the districts to tide water.

The Standard Oil Company some time ago through its local representative announced that it would construct a pipe line. When the articles of incorporation of the Associated Oil Company were made public they contained provisions for a pipe line building from Bakersfield to some point to be selected. There is not much chance that both of these lines will be laid. The chief interest of the producers is naturally with the consideration of their own welfare.

Men prominently connected with the Associated Oil Company have been interviewed in the past few days. They were found to take a pleasing view of the situation. One statement made was that the Standard Oil Company would do the producers good if its line was operated at a low enough rate of tolls to make it an object for them to use it. "If," it was said, "the tolls are too high when the line is constructed there is nothing to prevent the producers from having their own line."

In this connection the statement is also made that the Associated Oil Company in its prospective membership controls contracts for 13,000,000 barrels of oil, the handling of which alone is a large amount of business to start with. Railroad rates always come down when there is a certainty of competition in the near future as an alternative, and tolls for pipe line transportation of oil undoubtedly are subject to the same rule. Producers in the Kern and McKittrick districts whose property has not yet been made a part of the combine are generally pleased.

Some interesting information is taken from the Bakersfield