ELECTRIC LIGHTS FOR RAILROADS.

The Use of the Arc Light in the Switching Service.

Failure of Electricity in Locomotive Head-Lights—Too Much Vibration Affects the Current and Destroys Carbons.

Written for THE SUNDAY CALL.

ONE of the most prolific sources of injury to railroad men and expense to railroad companies has been for many years the switching of cars in the yards at night, with no better light than that afforded by a hand-lantern to indicate the movements required. Owing to darkness and indistinct signals the engineer is too often compelled to depend more on luck than otherwise to guide him in handling his engine and "kicking" the cars to their designated positions. The result of this switching—hazardous enough in daylight, but a thousand times more dangerous at night—has been the sacrifice of many lives and the maiming of thousands of brakeman. In summing up the consequences of this lantern-signal system the loss to the companies must not be forgotten. It is an every-night occurrence in a yard where switching is done to any extent by lantern-signaling for engineers to miscalculate their distance in backing up for couplings to be made, thereby striking the standing cars with such force as to drive in draw-heads and otherwise render the rolling-stock fit only for the "dry-dock."

The introduction of the electric light in large yards where a great deal of switching and making up of trains is performed at night has worked a complete revolution in this branch of the railroad service, and its use is so widely extended that there is scarcely a railroad yard of any importance from the Atlantic to the Pacific in which this appliance has not been adopted. Reports from practical railroad men using those lights prove conclusively that they pay for themselves several times over in the single item of repairs saved to rolling-stock, enabling engineers to perform their work with greater accuracy, and consequently with less damage to cars. These and many other arguments which might be brought forward in support of the electric lighting of yards seem strong enough to warrant the use of electricity for this service wherever there is business enough to necessitate night work. Not the least important feature in the use of the electric arc lamp is the facility which it affords in loading and unloading freight-cars and the consequent reduction of car-robberies and shortages in freight packages.

AN EXCELLENT ILLUSTRATION

Of the subject of this article is afforded by the recent experience of the Chesapeake and Ohio Railway Company at its Newport News (Va.), terminus. At this place the Chesapeake makes connection with the Old Dominion steamship line from New York, from which line large quantities of freight are transferred to the cars at Newport News. The time schedule is so arranged that the New York steamers arrive at this point at night, and it is usually necessary that the freight be loaded, billed and forwarded with great dispatch. Under the oil-lamp system it usually required from ten to sixteen hours to make the transfer and start the freight toward its destination. But the time consumed in loading and billing was of little consequence when compared with the numerous complaints of shippers on account of shortage and damage and claims against the company for freight astray. The claims against the company for shortages in freight transferred at this point alone amounted in one year to $3000. In the hope that this condition of things might be improved and the handling of freight at this point expedited the officials of the road decided to put in a 50-arc light plant and illuminate the piers with electricity. A marked change in the order of things was at once apparent. The freight was billed and loaded correctly. The claims were at once diminished, the trains were loaded and sent out in about one-half the time formerly required, and the insurance companies made a substantial rebate from the premium paid hitherto, thereby offsetting to a great extent the cost of the plant.

Satisfied with this first venture in electric lighting the Chesapeake management extended the method to the coal-bunkers of the company, and the coaling of steamships, which, up to that time, could only be done slowly and at great hazard at night, was rendered as easy as in daylight. The Pennsylvania Railroad Company uses

EIGHTY ARC LIGHTS

On its wharves, yards, engine-houses and depots in Philadelphia.

The transportation departments of our railroads are about—in fact, are already—utilizing the electric arc light in another direction, i. e., in locomotive headlights. At first the experiment was not a success, the principal difficulty lying in the fact that the constant vibration of an engine seriously affected the feeding mechanism of the lamp and thus effecting the brilliancy of the arc.

This difficulty was soon eliminated, however, by improving the feeding apparatus of the lamp, using instead of carbon a copper negative pencil, the current being generated by a small combination dynamo-engine carried on the locomotive.

A trial of one of these lights last November in Ohio showed that on dark and rainy nights cattle guard fences could be seen three quarters of a mile away. A car of light color would show as an obstruction on the track at about the same distance, while one of dark color could not be plainly seen more than half a mile away. At 800 feet a tie placed across the rails would be distinctly visible. Horses and cattle could be seen 1000 feet ahead, while the colors on a switch target would show distinctly at a quarter of a mile. These facts go to prove that any serious obstruction on the track (except in case of heavy fog) could be distinguished far enough ahead to stop a train equipped with air brakes even though running at a speed of forty-five or fifty miles per hour, while at a reduced rate of speed during heavy storms and wash-outs, the liability of running into open drawsor trestles would be greatly reduced. Another method has been tried in the matter of head-lighting locomotives, which up to the present time has not given flattering results.

BY THIS ARRANGEMENT

Groups of incandescent lights are placed in the headlight, but it was soon found that the beam of light radiated in this manner was not as penetrating as when the arc is used; also that the carbon filaments are soon destroyed on account of the vibration of the engine.

In the early part of 1887 the Southern Pacific Company, operating an electric plant at Oakland, comprising a horizontal slide-valve engine, locomotive boiler and a 65-light 10-ampere Brush dynamo, found it impossible to keep the oil-lamps lighted in the interlocking and automatic signals in the yards at that point on account of the variable winds which sweep across the bay. As an experiment it was decided to light twelve of the sixty-four lamps in multiple. The result was satisfactory, and the number of signals so lighted have been gradually increased until at the present time 150 lamps in the automatic signals, switch-stands, switch-lights and signal-towers are lighted by electricity. Thirty-one of these lamps are in switches and signals that have underground wire connections; sixteen of them light up four signal-towers, while the balance are signals located on posts and connected by overhead wires, all being supplied by a current generated by the dynamo described above. The signal-lamps are 38-volt and are wired from ten to fifteen in multiple, according to the number of signals within convenient distance, to form a group, so reducing the electrical force that the lamps use only from 20 to 28 volts pressure, thus lengthening their life and yet giving sufficient light to illuminate the bullseye lens of the lantern. The officials of the company were so well satisfied with their electric plant in Oakland that they have gradually introduced the system of electric lighting at many other points and now have plants at Ogden, Sacramento (shops, yards and depot), Los Angeles (for passenger depot only) and San Francisco, and it is safe to predict that within the next twelve months the company's ferry steamers and every yard and depot of importance on the system will be lighted by electricity. W. C. F.

THE WORK OF FIENDS.

An Old Woman Robbed and Her House Set on Fire.

An old lady named Wilson, living about seven miles east of Ardmore, Ind. T., was burned to death last week. The old lady had been living there quite a while and saved every cent possible to enable them to send for her daughter, now in the Fatherland, and had their savings in an old iron-bound trunk in the house. After dark two men stopped at the house and after considerable persuasion induced the boy to go with them to a neighbor's, claiming they did not know the way. The old lady was then in bed sick and the boy explained to them that he could not leave her long. He had been gone but a short time when other parties appeared and proceeded to saturate the house and contents with coal oil. Even the bed the poor old lady was lying on was saturated, and the fiends set fire to the house. Every stitch of her clothing was burned off, and her flesh was burned to a crisp. Her cries and the fire brought the neighbors just as the house was falling and the old lady lived to say a few words, and give a brief account of the episode. The trunk which contained the money was taken from the ruins by neighbors and was unlocked. It is supposed the fiends became frightened and fled before they secured it. The two men who enticed the boy away were arrested near Overbrook and brought to Ardmore by Deputy Marshal George Stewart, and it is highly probable that old man Lynch will sit in judgment on their case.—Greenville Times.

VETERANS' HOME.

Contracts for Improvements and Bills Approved.

The Directors of the Veterans' Home Association met yesterday afternoon, with Directors J. A. Waymire, G. W. Walts, W. J. Ruddick, Samuel Deal, H. T. Hobbert, H. T. Smith and Dr. McLaughlin present. J. A. Waymire presided and A. L. Rockwell acted as Secretary.

A communication was received from Comrade Cronin asking for a ticket to Massachusetts as he has a family there and would like to be with them. The Secretary stated that should a bill be presented for Mr. Cronin's work at Yountville it would more than cover the expense of his passage East. The matter was placed in the hands of Comrade Ahlers with power to act.

A communication was read from Comrade Leland asking for reinstatement into the home. As it was shown that he had left the home rather than act as waiter in the dining-room, his application was denied.

The contract for building a hospital and a wing and verandas to the main building was awarded to W. P. Corlett & Sons and approved by the committee, the price being $14,750, as was also their bond for $8400 signed by S. E. Holden and J. A. McClellan of Napa as sureties.

Director McLaughlin moved, and it was carried, that a vote of thanks be tendered the State officials for the courteous manner in which the Committee on Grounds was received at Sacramento.

The same Director also suggested that two small portable cottages be built for inmates who are dangerous and disagreeable to the other inmates. A motion to that effect was carried and permission was also granted Comrade Middleton to build a cottage on the grounds out of the money that he had saved while at the institution.

A communication was read from Comrade Carpenter, asking the Secretary of the association to aid him in regaining admission to the home at Santa Monica. While at the home at Yountville, Carpenter committed a forgery, but upon being brought before the Directors the charge was dismissed, as they believed that his mind was affected and he was irresponsible for the act. Carpenter received an honorable discharge from the home at Yountville, and then wandered to Santa Monica, where he entered the home, but upon the Governor of the home hearing of the Yountville case, Carpenter was notified to either leave the home or procure a letter from the Secretary of the Veterans' Home Association sustaining his good character. The Secretary was authorized to write to the Governor at Santa Monica, stating the facts of the case, and leave the matter of admitting Carpenter to his option.

Director Hobbert moved that in the construction of buildings only brick chimneys be permitted. The vote on the motion was a tie, but President Waymire cast the deciding vote and the motion was carried.

Bills to the amount of $2927 45, for expenses incurred in running the home for the last two months, were read and approved.

The next meeting will be held at the home in Yountville.

DR. EDWARD M'GLYNN.

A Lecture Under the Auspices of the Single Tax Society.

Under the auspices of the San Francisco Single Tax Society, Dr. Edward McGlynn last evening delivered a lecture at Metropolitan Temple on "How to Abolish Poverty."

The speaker said that he is proud to recognize members of the society as his friends, declaring that if he can ever be of any service in advancing the principles for which they are striving he would always be at their command, for it is a cause which should commend itself to the clergy all over the land and wherever the name of liberty is not a byword.

Is it ordained by God, asked he, that one-half of the people of this earth should work to support the other half in luxury. Was it ordained from the beginning that this state of affairs should exist forever that the rich might have an opportunity of lavishing their pity on the poor, and the poor pour out their gratitude for the alms bestowed by the rich?

"If so," said he, "then I as a clergyman, as a teacher of the word of God, am entirely out of place here to-night; but it is not so, and I am here because I am a clergyman, and because I believe that poverty is in the world and comes from a violation of God's law. All crime comes from poverty, and money as the symbol of wealth is worshiped as the golden calf.

"Large numbers of men are being driven from the churches of all denominations on account of the prosy, impracticable stuff which comes from the pulpits. Men feel that the Gospel, as preached in many of our churches has lost its flavor. In many of the churches they stigmatize reform as revolution and drive out liberal-minded men.

"The attitude of the church toward science is all wrong. Religion should say to science, 'Find out all you can and I will thank you for it'; instead of that she puts her foot on science and cries, 'We want none of your alleged truths; close your meek eyes and keep quiet'—and so the war between science and religion goes on."

BURGLARS JAILED.

Recovery of Silverware Stolen From the Starr King Church.

Lawrence McGrath was booked at the Central Station last night by Detectives Bee and Harper on a charge of burglary, he having several nights ago entered the room of Peter Carson on Jackson and Montgomery streets and helped himself to whatever he could lay his hands on, taking a watch and chain and a quantity of clothing. These articles he pawned, and they were traced by the detectives, the thief being easily apprehended.

Another case of burglary also came to light last night, committed about three nights ago in the Starr King Church on the corner of Geary and Franklin streets. On the night mentioned the church was entered and a quantity of silverware stolen. The police were notified by the pastor, and Detectives Bee and Harper were detailed on the case.

They traced the silverware to a pawnshop, and last night arrested a man by the name of Frank Miller and charged him with the offense. Both are said to be old hands at the business.

Broken the Second Time.

Jennie Smith, an elderly woman, living at the Tehama House, tripped while attempting to move out of the way of a vehicle last night on Kearny street and Broadway, and badly broke her leg near the thigh. The limb had been broken about five years ago. The woman was two years in the City and County Hospital and has ever since been suffering on account of the fracture.

Morton's Second Sentence.

James Morton was discovered in W. W. de Winton's house, at 1141 Dolores street, on the night of May 24th last, his purpose being larceny. Yesterday Judge Van Reygersen sentenced him to Folsom for five years. He is now serving a ten-year term for attempt to murder.

As White as Snow.

As white as the snow on the peaks of Ahmo,
Or the foam on their beautiful rivers;
As white as the stone from Carrara sunblown,
When the powder the white quarry shivers;

As bright as the star in the ether afar,
When the twilight steals down from the mountains;
As bright as the beams on the breeze-dimpled streams
Of Tuscany's wonderful fountains;

Are the teeth, white and neat, bathed in SOZODONT sweet
Every day by the white hand of beauty;
While the breath seems, they say, like new-mown hay
Thus SOZODONT mollifies duty.

The Favorite.

The most popular American dentrifice of the day is SOZODONT. People prefer it because they have found by experience that it really does do what is claimed for it; that it is a genuine beautifier of the teeth; that it is, as its name SOZODONT signifies, a true preservative of them; that it imparts a pleasant aroma to the breath, and renders the gums rosy and healthfully firm. The favorite among dentifrices therefore is SOZODONT.

ISLAM'S GUESTS ON THE WATER.

Mystic Shriners View the Points of Interest.

A Jolly Crowd of Nobles and Nobleses—Refreshments Funny in Nature, but Peculiar in Taste—Hot Sands at Night.

One of the most delightful excursions that ever took place on San Francisco Bay was held yesterday, when, by invitation of the nobles of the Mystic Shrine of Islam Temple of this city, the visiting pilgrims from Mecca Temple of New York, "their sisters and their cousins and their aunts," took a five hours' spin around the bay in the ferry steamer, Bay City. The Shriners of this city and from the East and their friends numbered 400, and all voted that they had a most enjoyable time.

Shortly after 10 o'clock in the morning the Bay City steamed out from her slip amid the plaudits of the large crowd that had gathered to wish the Shriners adieu. As she did so the First Infantry Regiment N. G. C. Band, which was stationed on the main deck, under the leadership of Charles H. Casassa struck up "The Girl I Left Behind Me." The steamer was gayly decorated.

On the flagstaffs forward floated the burgee of Mecca Shrine and the national ensign, and on the staffs aft were the ensign and the railroad company's flag. Pendant from the upper deck railing were two banners of Islam Temple, one a handsome silk one which was recently presented to the temple by Captain Ward of the steamer City of Rio de Janeiro. Two extra lifeboats on trucks, one forward and one aft, were provided, to be used in case any one was unfortunate enough to fall overboard.

After leaving the slip the Bay City stood up the bay toward the iron works. The water was smooth, the air soft and balmy, and as the steamer sped along the city folks as well as the Easterners gazed with delight on the ever-changing panorama. The Alameda shore was obscured by haze, but the Mission hills dotted with residences looked very pretty bathed in the bright light of the sun.

POINTING OUT OBJECTS OF INTEREST.

Noble T. H. Goodman, Chairman of the Transportation Committee, devoted himself assiduously to the excursionists, pointing out the objects of interest, and was ably assisted by William T. Fitzgerald, the general passenger agent of the South Pacific Coast Railroad. Nobles Dr. C. G. Kenyon and T. J. Bass, who were the only two members of the Excursion Committee on board, worked hard and acquitted themselves to the satisfaction of all.

After passing Mission Rock the steamer passed slowly by and close to the new cruiser San Francisco. Those on the cruiser gathered on the port rail and cheered, while its steam whistle gave forth unearthly sounds; the Bay City responded with toots of her whistle; Miss Pearl Noble played a solo on the cornet, and the band on the upper deck played "The Red, White and Blue." Then the steamer headed for the Union Iron Works, where she made fast, and all hands went ashore and inspected the works and docks and the new harbor-defense vessel, now in course of construction.

At 11:30 o'clock the whistle sounded for all to come on board, the lines were cast off and the Bay City stood up for Hunters Point. Then the Shriners and the guests made a raid on the refreshments. On either side of the lower deck were ranged long tables under the supervision of Noble Frank M. Carten, Chairman of the Banquet Committee, who worked like a beaver. He was assisted by Cadenau, the caterer who took charge of the solid part of the refreshments.

There were sandwiches, cakes and fruits of all kinds in great profusion on one side, while on the other "zem-zem" water was provided for the weary pilgrims. There were three kinds of punches, and back of Cartan's stand two buckets of splendid "zem-zem," which ordinary people call "old rye" and "Bourbon." Every lady on board was presented with a beautiful bouquet.

SKIRTING ALONG THE FRONT.

The steamer skirted along the front, then stood over past Alcatraz and then touched at Tiburon to land Mr. Goodman. As he stepped ashore, he was given "three cheers and a tiger," Miss Noble played a solo and the Shriners sang "He's a Jolly Good Fellow." Then the boat passed through Raccoon Straits and up toward Red Rock, then turned around and crossing the bay steamed to her berth, docking there shortly before 3 o'clock, the band playing "Home Again From a Foreign Shore."

On the trip there was singing and dancing, speeches were made by George T. Bromley, Lamartine Osborn, Alfred Taylor, J. S. Mundy, the "Jumbo" of Mecca Shrine and others. Miss Pearl Noble played solos on the cornet, the girls sang college songs, such as "Bingo," and the utmost jollity prevailed.

A vote was taken on board to determine who was the handsomest man. Governor West, an old newspaper man of New York, received the most votes, which rather nettled Captain "Joe" of Mecca Temple and George T. Bromley. Joe's long black tassel shook with well-affected indignation.

A very amusing incident happened during the trip home. Shortly after leaving Raccoon Straits, the word was quietly passed around that Mecca Shrine was giving a little private reception in the cabin downstairs. Then a rush was made for the cabin door. Stalwart Captain "Joe" guarded the door, and only allowed a dozen down at a time.

When the dozen Islam Shriners were below, they found a table furnished with a large punch bowl, and surrounded by dishes of inviting looking cakes, bonbons, etc. After the Shriners had been arranged in a semicircle, Alfred Taylor of Mecca Temple welcomed them and asked the wandering Arabs of Islam to break bread, eat salt and drink "zem-zem" with the pilgrims from the East.

ALL THE ISLAMITES DRANK.

The glasses were filled, Taylor proposed a toast and all the Islamites drank. Then they rolled their eyes, made a contortion of the face and spat out the "zem-zem," while the Mecca men sang in chorus "Roll, Jordan, Roll." The "zem-zem" was a mixture of warm water, salt and mustard, colored with claret. In the bowl in which it was concocted were two large blocks of glass representing ice, and the colored attendant was assiduously engaged in ladling the liquid over the blocks as if to make it cooler.

The cakes and candies were all bogus. Some of the cakes were composed entirely of sawdust, the French rolls were stuffed with cotton, the chocolate cakes were pieces of cork veneered with the sweet brown paste, while the bonbons and colored bonbon papers contained squares of limburger cheese wrapped up in the foil.

After the first twelve had a surfeit of the "good" things they were sworn to secrecy and another dozen went down and the ceremony was repeated until all on the boat, both ladies and gentlemen, had broken bread and eaten salt and had been roped in by the jolly Shriners of Mecca. George T. Bromley and Hiram T. Graves took each a big dose of the "waters" and after drinking their faces were a study.

The affair was the occasion of much jollity and caused a good deal of speech-making, in which William G. Stafford, John G. Edmondson, Alfred Taylor, James Boyes, Frank Cartan and others participated. The Shriners will long remember their trip on the Bay City.

ENTERTAINED AT THE OASIS.

In the evening the nobles of Islam Temple entertained Mecca's Shriners at the oasis of the former, 131 Post street. It was a sort of "high-jinks" affair, no unbeliever being admitted within the portals of the oasis, and while the "sands" in the Diyafat's tent were hot and the radiant sun of the Alchemist (Kymya) glowed with a fervid heat, yet the "sands of the desert" were cool, and it took considerable ice to make them so.

It was an informal but social gathering of the Shriners of the East and West, and nothing was left undone to make the evening one of pleasure and hospitality.

All of Islam's "boys" took a hand in the fun, and whether old or young each vied with the other to entertain the guests and show them that in the oasis of Islam the "love-cup" is always full, and salt and bread ever ready for the tired pilgrim.

AT THE GREAT TANTA FAIR.

The pioneer camel-driver of Islam, Noble John H. Gray, led the caravan on its march, across the desert to the great Tanta fair, where they were received with open arms by Potentate Field, Katib Duboce, Muhayyi Sumner, Muagwin Benedict, Gadar Glass and Iman Patton. After the proper saalams had been made, they were entertained by the Chanters al Koran with appropriate music, followed by Webb, who advice delivered by Mushir Kenyon and Hakim Day. Music and chantings followed, and the Munshee Mekkah tribe of jugglers performed several startling feats.

On conclusion of the festivities in the main tent of the Sultani the pilgrims were escorted to the tables of Welborne, where luscious fruits, dates and manna, together with skins of zem-zem waters, abounded, and which the pilgrims indulged in with avidity. These tables were presided over by Diyafat Cartan, Alchemist Price, Chief Edwards, Reader of the Koran Stafford, Standard-bearer Hunt and Jewelist Armstrong. The feast was a joyous one, appreciated by the Eastern pilgrims and as appetizing as the zem-zem waters were pure.

JOYFULLY RECEIVED.

Social converse and revelry occupied the attention of all until a late hour, the only interruptions being the arrival of other pilgrims, who had lost their way on the desert but finally had turned up all right at the oasis of Islam, where they were received joyfully and made to relate their mishaps in losing their way and their ultimate regaining of the right road to Islam.

Islam's nobles have had many pleasant gatherings, but none more so than the one last evening, which was a continuous pleasure from the time the "gates" were open to admit the first party of Mecca's pilgrims until the last one had found the hospitable oasis and was regaled with an abundance of refreshments of the best and most nutritious kind.

The committee in charge of the affair were the officers of Islam Temple, each of whom was unsparing in his attentions to make all feel at home and give a true Arabian greeting.

ARRESTED ON THE BAY.

A Schooner's Captain Overtaken While Going to Sea.

Louis A. Willig, captain of the schooner Berwick, was arrested yesterday and locked up at the North Harbor Police Station on a charge of felony on complaint of a girl named Ida Bohlin.

It appears that Willig's sister and Miss Bohlin are employed in the same house on Van Ness avenue. Willig has been in the habit of visiting his sister there and met Miss Bohlin. The latter claims that he betrayed her under promise of marriage and she is about to become a mother. She procured a warrant for Willig's arrest, which was placed in Captain Dunlevy's hands for service on Friday, but Willig could not be found.

It was known that the Berwick was going to sea yesterday and the Harbor Police kept a lookout for her. Shortly after 8 o'clock in the morning the schooner, bound for Rogue River, went down the bay in tow of the Annie, and Officers Mahoney and Ferguson, accompanied by Miss Bohlin, took a Whitehall boat and gave chase. The tug dropped the schooner off Blossom Rock and she then stood over toward Black Point on the starboard tack.

Ferguson, who is an experienced boatman, knew just where she would fetch on the tack and intercepted her. When Willig saw the woman in the boat he knew what the officers were after, and it is said tried to run the boat down. The officers were too smart for him, however, and jumping on board placed him under arrest. The schooner was brought to an anchor off Black Point and the officers came to town with their prisoner. Late in the afternoon Captain Willig was released on a bail bond in the sum of $2000, accepted by Judge Lawlor of Police Court 2. He then went out to the schooner, which at once put to sea.

A SUCCESSFUL BUSINESS.

Handsome Parlors Fitted Up by the California Undertaking Company.

It is not every new venture which is attended with success, but if it is a marked innovation in a proper direction the public very rarely neglects to appreciate and approve it. Such has been the experience of the gentlemen who some time ago determined to establish a high-grade undertaking establishment—a place, in fact, from which funerals could be conducted with all the privacy, as well as ceremony, which mark those held from private houses. The company so formed was the California Undertaking Company, with parlors located in the building on the southwest corner of Stockton and Geary streets. Mr. Adam Smith is President; H. Schubert, Secretary, and T. M. McFarland, Manager. That they have made an immense improvement in the undertaking business is a fact that will convince any one who visits the establishment. The parlors are richly furnished in chaste and elegant style and there are no obtrusive tokens of grief and mourning that are so generally seen. In the upper part of the house are the show-rooms, containing a selected variety of caskets and trimmings from the plainest to the most richly decorated. Everything is of the latest and most elaborate design. A special feature of the new departure in the business is that the company is in permanent telephonic communication with lady nurses, who are already in their employ and ready to put in an appearance at a moment's notice. It is their duty to attend to the preparation of remains of persons of their own sex. This is a decided advantage over the system in vogue in other establishments where everything is done by men. Those employed by the California Company are experienced and understand their duties. In every way the company is equipped to carry out its business on the improved scale which it has adopted.

Market-Street Improvements.

A meeting of the Market-street Improvement Club was held last evening at Seventeenth and Market streets. A motion was made that it be the sense of the meeting that Market street be extended in a straight line to the ocean, and, put to a vote, it carried unanimously. It was also determined to request the Federation of Improvement Clubs to use its best endeavors with the proper officials to insist on the same. It was also urged that the authorities be consulted with the hope of establishing a branch Postoffice in the vicinity of Market, Sixteenth and Noe streets, as the postal facilities are very inadequate for the neighborhood.

They Operated in Churches.

John Howard entered the Plymouth Congregational Church, on Post street, between Buchanan and Webster streets, on July 17th last, with intent to commit larceny. Judge Murphy sent him to San Quentin yesterday for four years. Three years were added to the sentence for a similar visit to the Howard-street Presbyterian Church two days thereafter.

Symptoms of Consumption.

William J. Sharples, Port Oram, Morris County, N. J., writes:

"My business is that of sharpening mine-drills, and I am much exposed to smoke and gas. About three years ago I began to have a bad cough, with considerable indigestion and pains in my chest. My physician told me I had symptoms of consumption. By the advice of my father, an old friend of Doctor Ayer's, I commenced using that valuable remedy. By the time I had got through the second box I began to pass a very disagreeable humor or pus. I began to improve very rapidly after this, and grew stronger and better every day. My cough is now well. I sleep well at night and have no more indigestion." *

RELIGION BY A BUSINESS MAN.—The meeting at the Young Men's Christian Association this afternoon will be addressed by Mr. C. N. Crittenton of New York City. The young men will be treated to a special talk on "Religion From a Business Man's Standpoint." No ladies will be admitted.

"The Call's" Premium Dictionaries.

THE CALL has received another consignment of the "Allen" edition of Webster's Unabridged Dictionary, which is being forwarded as rapidly as possible to subscribers whose orders are on file. These books are substantially bound in leather, beautifully embossed, and in quality of paper and excellence of workmanship are a perfect marvel.

GEOGRAPHICAL SOCIETY.—A meeting of the Geographical Society will be held on Tuesday evening at the rooms of the Art Association. John S. Hittell will speak on the subject of "Western Washington."

The Crystal Baths.

Physicians recommend the Crystal hot sea-water tub and swimming baths, foot of Mason street, terminus of all North Beach cars. John Farnham, Manager. *

FOR BREACH OF PROMISE.—Louisa Marian Reeves has sued to recover $50,000 damages from Henry Alec Lones for breach of promise of marriage made her in this city in August, 1888.

BERTELING has the only reliable methods to fit defective sight. 427 Kearny street. *

FIRST WINE GRAPES.—The first shipment of wine grapes this season was received here yesterday from the Yolo vineyard of the Capay Valley Land Company. The price asked for the grapes is $18 and $20 a ton.

BIRTHS—MARRIAGES—DEATHS.

[Birth, marriage and death notices sent by mail will not be inserted. They must be handed in at either of the publication offices and be indorsed with the name and residence of persons authorized to have the same published.]

BORN.

REITERMAN—In this city, August 3, 1890, to the wife of William Reiterman, a son.

VERNON—In this city, August 3, 1890, to the wife of Howard Vernon, a daughter.

TOMAS—In this city, August 6, 1890, to the wife of William A. Thomas, a son.

CASEY—In this city, August 4, 1890, to the wife of Andrew J. Casey, a daughter.

WEINBERG—In this city, August 3, 1890, to the wife of G. T. Winberg, a son.

SMITH—In this city, August 1, 1890, to the wife of Waldo E. Smith, a son.

RAHMER—At Webber Creek, El Dorado County, July 28, 1890, to the wife of F. W. Rahmer, a daughter.

DONOHUE—In this city, August 2, 1890, to the wife of P. J. Donohue, a daughter.

BRAUN—In Oakland, August 6, 1890, to the wife of L. E. Braun, a son.

JOSEPH—In this city, August 9, 1890, to the wife of Julius Joseph, a son.

BRODERICK—In this city, August 7, 1890, to the wife of John T. Broderick, a son.

LEMME—August 7, to the wife of R. W. Lemme of St. Helena, a daughter.

MARRIED.

CHISHOLM—McDONALD—In this city, August 7, 1890, by the Rev. Robert Mackenzie, D. D., Kenneth Chisholm of Benicia, Cal., and Marion E. McDonald of Boston, Mass.

ROONEY—HANLEY—In this city, July 31, 1890, by the Rev. Father Nugent, Joseph Rooney and Mary Hanley, both of San Francisco.

ANTON—ARENA—In this city, August 9, 1890, by Judge J. V. Coffey, Frank A. Anton and Josefina Arena.

DIED.

Adams, Major Z. B.
Anderson, William
Brunings, Martin
Bradford, Woodbury
Bernard, Florence
Barry, Edward
Barnett, Rosa
Barnes, Andrew J.
Bothin (infant)
Comber, Mrs. Hannah
Corbell, George W.
Coffey, John
Collier, Fred
Draper, Dave Gibson
Dobie, Eleanor
Davis, Abraham
Donahue, Edward
Douglass, George M.
Egan, Ella May
Gardner, Kalay
Gutierrez, Joe
Grouard, Mrs. Mary A.
Heany, John
Hamelin, Asper K.
Kennedy, Norah
Merriam, Hedwig F.
Mullen, Elizabeth
Marisch, Anna A.
Mund, Rudolph W.
Marks, Cecilia
May, Elise
McNamara, Mary L.
Power, John Daly
Payne, Samuel Tharp
Peterson, Hellan I.
Rideout, Violet
Simpson, May Louise
Shandy, Catherine
Thurmond, N. M.
Todd, Sara Florence
Van Patten, Mrs. E. D.
Weill, Leon
Wilbur, Herbert Henry

BRUNINGS—In this city, August 7, 1890, Martin Brunings, beloved husband of Mary A. Brunings, a native of Holssel, Hanover, Germany, aged 46 years and 4 months.

☞ Friends and acquaintances are respectfully invited to attend the funeral THIS DAY (Sunday), at 2 o'clock P. M., from I. O. O. F. Hall, corner Seventh and Market streets. Remains at the undertaking parlors of Suhr & Becker, 1171 Mission street. Interment I. O. O. F. Cemetery. ***

VAN PATTEN—In this city, August 8, 1890, at the residence of her sister, Mrs. Fred Sowers, 718½ Twentieth street, Mrs. Ella D. Van Patten, aged 25 years. [Binghamton (N. Y.) papers please copy.]

☞ Friends and acquaintances are respectfully invited to attend the funeral THIS DAY (Sunday), at 2 o'clock P. M. Interment private. Laurel Hill Cemetery. **

HEANY—In this city, August 6, John Heany, shipwright, a native of St. Johns, New Brunswick, aged 51 years.

☞ Friends and acquaintances are respectfully invited to attend the funeral THIS DAY (Sunday), at 1 o'clock P. M., from the parlors of the California Undertaking Company, southwest corner of Geary and Stockton streets. 2

GROUARD—In this city, August 8, 1890, at the residence of her son-in-law, Edmund F. Clark, 330 Twenty-seventh street, Mrs. Mary Agnes Grouard, wife of the late George Messervy Grouard of Washington, D. C., and daughter of the late Judge Lawrence Ryan, a native of Richmond, Va., aged 61 years. [Washington (D. C.) and Richmond (Va.) papers please copy.]

☞ Friends and acquaintances are respectfully invited to attend the funeral THIS DAY (Sunday), at 2 o'clock P. M., from the Church of the Advent, Howard street, between Second and Third. Interment Masonic Cemetery. Omit flowers. 2

MAY—In this city, August 8, 1890, Elise, beloved daughter of Fred and Bertha May, a native of San Francisco, aged 6 months and 11 days.

☞ Friends and acquaintances are respectfully invited to attend the funeral THIS DAY (Sunday), at 1 o'clock P. M., from the residence of her parents, 123 Seventh street, between Mission and Howard. Interment I. O. O. F. Cemetery. **

TODD—In this city, August 8, 1890, Sara Florence, only child of Joseph and Jessie F. Todd, aged 1 year, 10 months and 24 days.

☞ The funeral will take place THIS DAY (Sunday), at 2:30 o'clock P. M., from the residence of the parents, 210 Fillmore street. **

MCNAMARA—In this city, Mary Louise, beloved wife of William J. McNamara and eldest daughter of Elizabeth and the late Peter Trade, a native of San Francisco, aged 26 years, 2 months and 18 days. [Portland (Oregon) papers please copy.]

☞ Friends of the family are respectfully invited to attend the funeral THIS DAY (Sunday), at 9 o'clock A. M., from the residence of her mother, 156 Octavia street; thence to Sacred Heart Church, where a solemn requiem high mass will be celebrated for the repose of her soul. Interment Holy Cross Cemetery.

EGAN—In this city, August 8, 1890, Ella May, youngest child of Owen and Annie Egan and niece of Mrs. P. McCloskey, James and Agnes Finnegan, Mrs. M. Downey, Mrs. M. Daneby and the late Mrs. K. Linehan, a native of San Francisco, aged 8 months and 14 days.

A bud in the Gardener gave us—
A pure and lovely child:
He gave it to our keeping
To cherish undefiled.
But just as it was opening
To the glory of the day
Down came the Heavenly Gardener
And took our bud away.
Her cousin, MAUDY MCCLOSKY.

☞ Friends and acquaintances are respectfully invited to attend the funeral THIS DAY (Sunday), at 1 o'clock P. M., from the residence of the parents, 240 Perry street, between Fourth and Fifth. Interment Holy Cross Cemetery. **

DONAHUE—In this city, August 8, 1890, Edward beloved husband of Mary Donahue, a native of Kathmullen, County Donegal, Ireland, aged 65 years.

☞ Friends and acquaintances are respectfully invited to attend the funeral THIS DAY (Sunday), at 11 o'clock A. M., from his late residence, 434 Hayes street. Interment Holy Cross Cemetery, by train. **

DAVIS—In this city, August 8, 1890, Abraham, beloved husband of Matilda Davis, father of David, Louis, Ray, Mortie, Lena and Reckie Davis and brother of Bernard Davis, a native of Warsaw, Poland, aged 62 years.

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