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TURF NOTES.

Sunol's and Palo Alto's Fast Performances East.

Tenny and Salvator to Go Against the Mile Record—Parson Arny's Quandary—The Dwyers to Separate.

Sunol went another wonderfully fast mile last Saturday at Chicago. Accompanied by a running mate the great filly made the circuit of the track in 2:10½, equaling her three-year-old time, and breaking the four-year-old record made by herself at Buffalo of 2:11¼. It was announced also that if all the conditions were favorable she would attempt to beat Maud S's mark of 2:08¾. In this she was unsuccessful. According to the accounts received the first quarter was made in 0:32, a 2:08 gait, and the half in 1:05¼. In the last quarter Marvin sent her along very strong and proved that with a little more tuning up, Maud S's mark will very likely be equaled if not beaten. Marvin will take her and Palo Alto to Philadelphia where, on September 4th, over the Belmont Park track she will be sent against Maud S's record. Palo Alto will also try to reduce the stallion record of 2:12, now held by Axtell.

RECOVERED HIS LAURELS.

Palo Alto has recovered the laurels he lost to Jack in their great match race, by defeating the fast gray for the second time in an open race. The race went to Palo Alto in straight heats of 2:18¼, 2:15 and 2:13; Jack finished second.

A GAME CAMPAIGNER.

The result makes Palo Alto the gamest and best campaigner of the year, and is of great interest to breeders, as it does away with the old ideas that trotters with such strong thoroughbred strains as Palo Alto has, would not make consistent campaigners. The time of 2:13, made in the third heat, is the fastest ever trotted in a race, and lowers Maud S's record of 2:13½, made in 1880, by half a second. It must be remembered, however, that Jack was very close to Palo Alto all through the race, and that this time it was the winner who was the steadier. In the match with Jack the conditions were reversed, for it was Palo Alto that kept breaking and Jack that stayed down. Palo Alto and Jack are very nearly even up in speed, and when they meet again the one in the best condition will win.

MATCHED AGAIN.

In this connection it is stated that the Palo Alto people received news on Saturday that Marvin had induced Doble to make another match between the two cracks. No date or track has yet been decided upon, but the race is announced as definitely made.

LOCAL RACING.

The Napa Fair meeting closed last Saturday, and was only measurably successful as far as racing was concerned. For some reason or another more interest was shown in the outside attractions, such as the balloon ascension, than in seeing the trotters contend or the runners compete. This lack of interest is assigned by some to the small fields, though racing has been open enough, the favorites losing oftener than winning and the so-called talent getting rid of its cash in short order. Petaluma's fair commences to-day and lasts the week, and then Oakland opens on September 1st, its meeting continuing for nine days. The State Fair at Sacramento follows Oakland and continues until the 20th.

TO BREAK THE RECORD.

If the track and day are good, Tenny, the game but unlucky competitor against the two Haggin wonders, Salvator and Firenzi, will attempt to beat Ten Broeck's mile record of 1:39¾ over the Brighton Beach track to-day. The association offers D. T. Pulsifer, Tenny's owner, $2500 to make the trial, and if the time is beaten adds $2500 more. The Brighton Beach track is not a phenomenally fast one, but it will be specially prepared for the run, and will be made at least a second faster than at any time this year. Tenny will be accompanied by several other runners to encourage him to do his best. He will carry 118 pounds. When Ten Broeck made his record in 1877 over the Louisville track he had up 110 pounds. The general opinion of the Eastern horsemen who have seen Tenny run this season is that the colt will succeed. Tenny is now at the track preparing for his trial. There is also a report in circulation that if Tenny breaks the record Salvator will also be sent, not only to beat Ten Broeck's time, but Tenny's also, and that the trial will be made this week over the Monmouth Park track. This return to the old-time runs against time should prove most attractive to horsemen, as it will be the first attempt since 1877 to bring such an event off.

TIRED OF TROTTING.

There is much complaint among the Eastern trotting associations that public interest in trotting events is dying out and that the attendance is decreasing every year. The recent grand circuit meetings were but poorly patronized, and the cry is, "What shall be done to revive the interest?" The idea prevails that radical changes must be made to attract the public, and the matter will probably be considered before long by the American Trotting-horse Breeders' Association, which may recommend many changes to the racing association. The New York Spirit of the Times has taken the question up, and one of its leading contributors expresses himself on the subject as follows:

> Give us a varied programme from that handed down from our grandfather's day. Why, these eight and nine heat races the public out. Away with them. Adopt the running system. Send every horse to the barn not winning a heat in three. Make two purse moneys instead of four. Have more events on the card. Reduce the entrance fee to 5 per cent and make it payable 2½ per cent in advance and 2½ per cent the night before the race. Be more liberal in the management, liberal in passes to those entitled to them, and make all of the grand stands except the private boxes free. Change the programme of twenty-five years ago. The races at Cleveland were no better patronized than at Buffalo—aye, not as well as ten years ago—yet the Forest City has grown fully 100,000 in population since that time.
>
> The Buffalo Driving Park to-day is $80,000 in debt, and in the opinion of the writer the only way to get out of it is to inaugurate an entirely new change of programme. The "Blue Ribbon Day" at Detroit is good, but there should be a general change all round. We get tired of having Booth or Lawrence Barrett, the greatest of tragedians, after a short week's engagement, and sigh for some light opera company or the minstrel laddies. Then why don't we get tired of the same old Grand Circuit song? The time is ripe for a change. Let the big guns put their heads together and give us something new.

"PLUNGER" WALTON.

"Plunger" Walton has lately told the story of his great campaign against the British book-makers some years ago, and this is what he says about his winnings: "I went out without intending to bet a dollar, got interested and made there what the world would call a fortune. I first put £100 on one of my friend's horses at 5 to 1 and made £500. I put another £100 on the horse of another friend at 6 to 1, and he won this and gave me £600 more. I had now £1100. I took £1000 of it and put it on Iroquois at 6 to 1, and Iroquois brought me in $30,000. Shortly after this I put $10,000 on Peter in the Royal Hunt Cup against $55,000, and Peter won. In the St. Leger I put £4000 on Iroquois against £9000, and I again won. After other winnings I backed Foxhall for the Cesarewitch, and put up $40,000 against $400,000, and Foxhall walked in. I then backed him to win the Cambridgeshire for $350,000, and he stuck out his tongue and won it. It was so with other ventures, and my winnings all told amounted to $1,000,000. I had gone into the betting as an amusement, and I was thunderstruck when I found upon my return to America that I was looked upon as a horse-racer and had become famous as 'The Plunger.'"

WORLD'S FAIR RACES.

Secretary Brewster of Chicago is reported as saying that it is the intention of the Washington Park Club to give a meeting extending over ninety days from June 1, 1893, and to open a series of mammoth stakes, including a World's Fair Derby, with a small entrance and a large starting fee, the club guaranteeing it to be worth $50,000 to the winner. There will also be a stake for three-year-old fillies, to be named in honor of Queen Isabella, to which $10,000 will be added, and the Columbian handicap, for all ages, guaranteed to be worth $25,000 to the winner. A number of Chicago capitalists have given the club assurances of cordial support and encourage the officers to proceed with their plans.

THE LADY AND THE TIP.

The young lady who sold tips for ten cents each at the recent Twin City meeting has made $3000 this year at the business and an occasional bet on a race.

A CHANGE OF BASE.

The managers controlling the Fleetwood Park track, New York, have already commenced to make innovations in their trotting programmes. They will shortly give a meeting of dash trotting and propose four races of a mile and one of half a mile each day. A purse of $100 will be offered for each event.

THE BALDWIN STABLE.

Since E. J. Baldwin took personal charge of his stable at Saratoga he has hardly lost a race, and, when the season is over, the list of winning owners should have his name very near the top. In Los Angeles, Sinaloa, Cleopatra and Esmeralda he has some excellent material. When the stable left California this spring it was as strong a one as was ever shipped East from the State, but the management was something dreadful to think of, and race after race was thrown away through incompetency and something much worse. Under the owner's eye Barnes has had to give up much of his queer riding.

IN AND OUT RUNNING.

The week's racing at Saratoga and Monmouth has been more uncertain than ever, even in such a contradictory racing year as this has been. Every Eastern paper of note is very outspoken about the in and out running and freely riddles the jobs and robs that have been perpetrated. With the present era of rampant dishonesty, most of the reputable large owners of stables in the East are so disgusted that it is stated most of them intend retiring from the turf and leaving such people as W. C. Daly and Green B. Morris to be the representative racing men of the country. The cry for reform, honesty and justice is raised daily and a N. Y. Spirit of the Times writer asks:

> Are the turf people great readers? Are they aware of what is being said in the public prints about the burglar work that is alleged to be going on at the various tracks of the country? Do they know that the columns of the great daily newspapers of the country are sending up such a howl as was never sent up before against crookedness on race-tracks? It is not one newspaper nor the newspapers of a single city, but newspapers everywhere are waging the war. This cannot fail to have its effect, and I look for the law-makers to take a hand pretty soon, and if they do the number of race-tracks in the country will be speedily reduced. I make no charge. I merely sound the warning.
>
> The turf should reform itself before the Legislatures undertake to do it. Now and then a slight movement for the better is made at some one track, but there seems to be no concert of action. Why, it is only recently that the stewards of the Saratoga course resigned because Ballston was reinstated. Movements like that will have their effect. When owner, trainer or jockey is ruled off on clear proof, let him stay off. What difference does it make to a man or boy to be ruled off to-day, knowing, as he does, that he will be reinstated to-morrow, or at most in a few weeks?

CAN'T PREACH AND TROT.

Some time ago THE CALL published at length an account of the Rev. J. W. Arny's many experiences which seem to have got him into trouble, for the following appeared in the last issue of the Turf, Field and Farm:

> The Rev. J. W. Arny, a Methodist minister of Saranac, Mich., is in a quandary. Like all good men he loves a trotter, but his love is so strong that he finds himself unable to preserve the conventionalities pertaining to the cloth, and from breeding he progressed to training, and from training to actually driving his horses in a public race for money and winning it, at that. Thus he hopes not only to gratify his tastes, but to eke out his $600 salary, and he flatters himself that he has the fastest three-year-old in the State. But alas! the two callings will not jibe together, and a dispatch to the Herald states that he will be hauled over the coals by the conference and forced to abandon his fast horses or his ministerial charge. I recommend the theme to the poet-laureate of this feeble expression of
>
> THE PARSON'S QUANDARY.
>
> It's oh! for the gown and the cassock,
And it's oh! for the fierce trotting tray!
How happy could I be with either
Were t'other dear charmer away!
>
> I joy in the work of a pastor,
And I love to preach to my flock;
I delight in the speed of my trotter,
And in breeding the very best stock.
>
> I preach for the moderate stipend
Of six hundred dollars a year;
I trot for the fun of the contest,
And I despise worldly gear.
>
> It's oh! for the Bible and hymn-book,
And it's oh! for my fast-trotting bay!
How happy could I be with either
Were t'other dear charmer away!

The position of trainer does not exactly suit the tastes of Jimmy McLaughlin, and he will probably devote his time entirely to riding next season.

Spokane has ended his career on the turf, being completely broken down. He will be relegated to the stud and probably Montana will be his home in the future.

The winnings of Sir John and Tournament promise to place Sir Modred well up in the list of winning sires.

WILL RACE SEPARATELY.

It is announced in the East as a positive fact that the famous racing firm of the Dwyer Brothers will be dissolved this fall. All the best horses will be divided between the brothers and the rest sold. It is stated that the heavy and unsuccessful plunging of Michael Dwyer caused the dissolution, and Phillip fearing financial ruin thought it best for separate racing stables to be started. Entries in the brothers' separate courses have been made by them for the coming season's racing. The brothers have been unexceptionally unlucky this year. Not one of their horses, except Sir John, has proved of any value. It was very different in former years, for then race after race was won by them. In 1876 the firm commenced racing, and up to last year had the most phenomenal success. They owned the best horses on the turf and barely knew what defeat meant. But the only sure thing about luck is that it will turn, and this year has fully demonstrated the fact.

"STUDENT" BRAKEMEN.

The S. P. Trainmen Will Have no More of Them.

Whatever may have been said at the mysterious conference between the Southern Pacific trainmen and officials at Fourth and Townsend streets last Saturday, it is certain that the result of the conference has not pleased the complaining employes.

A brotherhood man when asked yesterday the cause of so much dissatisfaction, before the men had received any answer from the company, replied:

"They have not refused our demands, principally because it is a bad time in the season to have a strike on hand. There is a great deal of fruit they want us to move yet; but, while they did not absolutely refuse to grant our petition for a fair deal, they attempted to prove by skillfully manipulated figures that the Southern Pacific Company within the last five months has not been paying expenses. That is one of their apparently strong arguments.

"One of the officials of the company was asked a question at the conference concerning the financial statements submitted for our benefit which completely staggered him. I can't tell what it was until after Tuesday."

Another brotherhood man was seen a few moments before he left on his run for Sacramento.

"Do you see that boy said he?" pointing to a youth who was engaged in coupling an air-hose on a freight train. "He is not a railroad man. He is what we call a 'student,' and has been here only four days. In about four days more the conductor will give him a note to the Division Superintendent stating that he, the student, is qualified to perform a freight brakeman's duties. Then he will be sent out on a run, perhaps the best regular run on the system, while an older and better railroad man, 'a sure enough railroad man,' is kept on the extra lists and obliged to report day after day without getting even an hour's work.

"This is one of the abuses we are going to correct, and regarding this matter the men will not move an inch. Together with the increase of wages, these are the two most important demands in the whole schedule, though there are many other minor causes of grievance which it was thought best to at least attempt to readjust while we were in the readjustment business."

A strike on the Southern Pacific, from New Orleans to El Paso, seems inevitable within the next forty-eight hours. The engineers demand the reinstatement of several discharged men, which the company positively refuses to accede to, claiming that every man removed was discharged for good and sufficient reason.

LUCKY MRS. HOWARTH.

She Tells a Reporter How She Got Her Big Prize.

"Yes, I got my $15,000 Wednesday," said Mrs. Jane Howarth of 401 Central avenue, Kearny, to a Journal reporter who went to see her about the matter this morning.

Mrs. Howarth, who is a bright, pleasant-faced woman, then told the whole story of the affair as follows:

"I have been purchasing tickets and parts of tickets in The Louisiana State Lottery for the past year. On July 8th I bought one-twentieth of ticket No. 92,561, paying one dollar for it. Of course, as I did not expect to get much out of it, I did not fret much, but I had interest enough in the matter to make me keep my eyes open for the returns from the drawings. On July 15th, however, you may believe I was made happy by the receipt of a notice informing me that I had won one-twentieth of the capital prize of $300,000. I then went to New York with my husband, and placed my ticket in the hands of the agent of the Adams Express Company for collection, and on Wednesday, as I said before, I got my money, and now have it placed away in a safe place."

"Did you ever win anything before?" queried the reporter.

"Yes; only last Christmas I won an approximate prize of $5, and at other times small sums.

"I believe that the lottery is conducted fairly, for, if it was not, why should I get such a large sum of money for so little? They know nothing about me or mine."

Since Mrs. Howarth's good luck has become known, she and her family have become very popular with their neighbors, although some of them envy her good luck.—Newark (N. J.) Journal, August 1st.

While a roofer was at work on the roof of a school at Greenville, L. I., the other day, he was overcome by the heat and rolled down the roof and over the edge. His suspender-strap caught on a hook in the roof gutter and kept him from falling to the ground. He hung in mid air until his fellow-workmen rescued him.

An excellent way of testing tea is to put a teaspoonful in a glass of water and shake it thoroughly. If the tea is pure the water will be a pure amber tint, but if adulterated, strongly colored.

AN OCTOGENARIAN.

Story of the Steerage Watchman of the Zealandia.

Ups and Downs of a Man Who First Landed Here Forty-six Years Ago, and Still Follows the Sea for a Living.

Among the crew of the Oceanic Steamship Company's steamer Zealandia, which sailed yesterday for Honolulu and Sydney, is a man who is a pioneer of pioneers of this State, and who has quite a history. Although he is 81 years of age he is still hale and hearty, and is employed as steerage watchman on board the vessel, earning a living for himself and wife.

The watchman is a man of medium height and build, with clean-shaven face and rosy cheeks, a full set of teeth and a good head of hair just turning gray. The attention of a CALL reporter was called to the man yesterday by one of the officers of the dock, who said: "I will bet any money that you can't guess this man's age within ten years." It was impossible to tell if the man was an old-looking young man or a young-looking old one. The watchman burst out laughing and said: "Why, I'm 81 years old. I was born in 1809." A man who was present, who had known the watchman years ago, when he was well off, down South, substantiated his story, and he had documents to prove it. In answer to queries, the old watchman, who is a very intelligent man, told the following story of his life:

A CURIOUS NAME.

"My name is Robert Akbab Abeauef Wright. My father took my second name out of Indian history and my third name I think he cadged from the Bible. I believe it was the name of Solomon's master mechanic. I was born at Hanover Court-house, Va., twenty miles east of Richmond, on the Littlefield plantation, the same one on which Henry Clay was born, on August 15, 1809, so you see I am just over 81 years of age. My father was a millwright.

"My uncle, David Eaton, who was born in Virginia, Gale County, Shenandoah Valley, died in 1873 at the age of 138 years. He was well known to all the Masonic fraternity. He was made a royal arch in 1790 and the Masons held a jubilee in his honor at Martinsburg, Gale County, Va., in 1870, to celebrate the one hundredth anniversary of his joining the order. My flesh is still firm, I am in first-class health and I have been examined by the doctors and they and I think that I shall live to be as old as he. My mother died a few years ago, aged 92 years. My father was alive when I last heard from him six years ago. He was then over 100 years old. My father's people came from Spain with Ponce de Leon's expedition in 1515.

COMMENCED TO TRAVEL.

"I lived where I was born until 1822, when I went to New Orleans; lived there for six years and then went to Plattsburg, Clinton County, N. Y. I got no schooling as there were no free schools in those days. In 1831 I went to New York and went to sea with my uncle Edgar, who was captain of a vessel running to China. I was three years on the vessel, during which time we visited Singapore, Calcutta, Madras and Rio de Janeiro. In 1834 I went to Liverpool before the mast in the ship Garrick. In 1836 I went as mate of a transport, Captain Austin, which took a portion of the United States Infantry, Captain Pratt, from New Orleans to Tampa, Fla. The vessel was wrecked on Florida Beach, near Hillsbro' and I was taken prisoner by the Indians. They treated us well and took us to St. Augustine, Fla., and turned us over to Colonel Taylor, Acting Brigadier-General, for support and protection. He gave us transportation to Savannah and thence we got back to New York.

HE WENT SLAVE-HUNTING.

"In 1841 I went from Rio de Janeiro to west coast of Africa for slaves and came back with 600 negroes. I went again in the following year in the topsail schooner Black Hawk from New Orleans, with Captain Gordon of Providence, R. I. That time we brought 800 negroes and landed them at Cape Maise, on the east end of Cuba.

IN THE MEXICAN WAR.

"When James K. Polk was President, when the Mexican war broke out, I went as servant with Brigadier-General John E. Wool. I went with his brigade to Point Isabel, and thence to Monterey, Mexico. U. S. Grant, who was a brevet Second Lieutenant of infantry, just fresh from West Point, met us at Point Isabel. At Monterey I joined Peuron's brigade, then went to Saltea, Mexico, where I took part in my first battle; next went to San Luis Potosi, then to Pueblo and on to the City of Mexico, where we connected with General Winfield Scott, commanding the American forces. The city surrendered to General Scott, and, the war being over, I returned to New York.

CAME TO YERBA BUENA.

"In 1844 I shipped as boat-steerer in a whaling vessel from Poughkeepsie with Captain Hedges. The vessel was named after an Indian, but I forget the name. We had an eight months' trip, and arrived in this harbor in December, 1844. It was then called Yerba Buena. There were no houses here then. There were two trading-sheds near the foot of Telegraph Hill. There were some old shanties, in which some Spaniards were living, and an adobe building near the beach. We put in to buy provisions, but there was no money in circulation, and we had to barter and trade for what we got. We stayed here four weeks, and then went to the Sandwich Islands, and back to New York, arriving there in 1845. I was next here in 1850 in the clipper ship Comet before the mast.

IN THE GREAT STRUGGLE.

"I was all through the War of the Rebellion, being a private in the First United States Texas Regiment under Colonel E. J. Davies, who was afterward the first Governor of Texas. Since the war I have been 'all around.' I came here three years ago, that is in 1887, and since then have been running on vessels between here and the islands, and on this steamer from here to Sydney. Last year, while a sailor on the Zealandia, I was struck by a heavy sea and had four ribs broken, as you mentioned at the time in your paper, and when I got better Mr. Spreckels gave me my present position.

A MUCHLY-MARRIED MAN.

"I have been married four times, the first time in 1827, then in 1838, 1853 and the last time in 1885. My first wife had triplets in 1828; they were all boys and all are yet alive, all three being 62 years of age. She had three other children, and I think all are yet alive. I had no children by my other wives."

The old watchman is an enthusiastic naturalist, and is well known to Walter E. Bryant and other members of the Academy of Sciences, for whom he gathers specimens. Although an octogenarian, he is still as active as most men half his age, and bids fair, unless accident befalls him, to live to rival the uncle he spoke of as to age, or at least to be a centenarian. He bears a number of marks of bullet wounds and sabre cuts that he received during the war, but the old wounds do not seem to trouble him. He says that with the exception of George Washington and Harrison, he has seen every President of the United States.

A YARN ABOUT INGALLS.

A Newsboy's Strange Experience With a Skeleton and the Senator.

"You'll notice that this long session is not having any apparent effect on Senator Ingalls," said a gentleman from the far West to a Washington Star reporter in the Senate gallery. There was nothing in the Senator's appearance to dispute the assertion, so the reporter assented, and the gentleman from the West went on: "I used to know Ingalls years ago. He was thinner then than he is now, and looked just about the same. He lived in Atchison and had the reputation of being possessed of more brain and less flesh than any other adult in the State of Kansas. One day he went up to the office of a friend of his, a doctor, and while he was in there a newsboy dashed in. Now, the kids who sold papers around Atchison in those days were the noisiest I ever heard, and the doctor's assistant, a cheerful young student, was always on the alert to shut some of them up and to prevent them from invading the privacy of his room with their stamping feet and ear-piercing yells of "S'n Louay papes." The assistant had seen this particular boy as he entered the building, and in an instant had placed inside the doorway of the office a full-grown skeleton. When the youngster threw the door open and was midway through one of his declamations the skeleton fell over on him. With a shriek that was worse even than his regular street cry the boy rolled down one flight of stairs and stumbled into the street, and his murmurings continued right straight along.

"You have scared that boy to his death," exclaimed the budding Senator, who was overflowing with indignation. Then he went to the window and bending out called to the grimy but pallid face of the victim: "Come back here, boy; I'll buy some of your papers. He shan't hurt you."

The response was instantaneous. The boy's sobs ceased and he shouted: "No, you don't! You can't fool me if you have put your clothes on."

ITEMS OF INTEREST.

At a French festival, imitating old-fashioned customs, the musicians will be placed in garland-wreathed hogsheads, as in the good old times.

The patrons of popular excursions in England are termed "cheap trippers." A very large number of them went over to see the Paris bull-fights.

J. Van of Macon offers a big prize of $2000 to the homeliest woman in Georgia to ride on his float during the trades display parade at the State Fair.

The Cunard Steamship Company employs not less than 10,000 men, and during the past forty-four years has lost neither a vessel nor a life through accident.

A horse in Waterbury, Conn., is inordinately fond of pie, and often, walking to the kitchen door, refuses to leave until his appetite for the dainty is satisfied.

Halsted street, Chicago, is one of the longest streets in the world, being about eighteen miles in length in a perfectly straight line within the city limits.

Peter Brackett and George W. Bryant, of Biddeford, and John F. Nesbett, formerly of the same city, but now of New York, enjoy the distinction of having fought through the whole of the late war.

Lightning struck the Cathedral of the Holy Cross in Boston recently, detaching three large granite blocks, one of which weighed 500 pounds, and which fell 125 feet to the sidewalk below. Fortunately no one was injured.

The police made a raid on a rendezvous for tramps in New Haven, arresting a number of outcasts. On one of them, named Dunn, were found three bank-books, showing deposits aggregating $4330 90. It is thought Dunn is insane.

Several newly hatched chickens (so the story goes) were recently found in a bale of hay at Belfast, Me. The owner of the bale thinks that the eggs were probably pressed into the hay when it was green, and were hatched by the heat generated.

A big pile of money goes through the hands of the Controller of the city of New York. For the quarter ended June 30th he received over $17,000,000 (including a balance of $1,600,000 from the previous quarter), and spent it all but about $3,000,000.

The recent increase of the salaries of Government officials in Germany will swell the civil list in the postal department by about $2,500,000. As 85,000 persons (85 per cent of the German postal employes) are affected by the increase, no one will get a very big slice.

Besides fruits and vegetables, Florida raises rattlesnakes in great abundance. A farmer who lives near Tampa says he has killed thirty large rattlesnakes in his neighborhood within a few months. The last one was seven feet four inches in length. The Tampa Tribune vouches for the veracity of the farmer.

A boy named John Hale, who was stolen from his home, near Marion, Ind., five years ago, when he was 8 years old, by gypsies, recently ran away from them and made his way home. The parents had searched far and wide for him, and had given him up for dead. He says the gypsies maltreated him.

Fifteen Indians sold a lot of huckleberries at Saginaw the other day, blew in nearly all the money they received for firewater, and then entertained the passengers at the Michigan Central depot with a veritable war dance. The improvident braves had barely enough money left to buy railroad tickets to their up-country homes.

The Chautauqua schools of sacred literature have contained fifty ministers, forty-four college students, twenty-seven professors, two college presidents, a lumber-dealer, a carpenter, an editor, a dressmaker, a dentist, a traveling salesman, an evangelist, a merchant, a patent lawyer, an elocutionist, a miller, a banker, a fruit-grower and a builder.

The French and Italian artillery maneuvers this year took place near the boundary of the two countries, in Savoy. The officers met and fraternized, but as they had no leave to depart from their respective countries they set up a long table, one-half in France and the other half in Italy, with a red cord on the dividing line, and had a jolly good time and good dinner.

A shepherd dog fell into a dry well in Oglethorpe County, Georgia. A young man went to the canine's rescue, and, as soon as the animal heard his voice, went into raptures of delight. The man procured a rope long enough to reach the bottom of the well, and, lowering it, was surprised to see the dog grasp the end firm in his mouth and hold on until he was drawn to the top. The dog had received no serious injuries, and, being given a hearty meal, was as frisky as ever.

A gentleman who wrote concerning the price of board in a country town is said to have received this telegram in reply: "Board $20 a week, including washing up the carriage and piano agent. Robinson." He wrote in answer that, though both agent and carriage needed cleaning, he was not accustomed to such charges in a board bill, and soon after learned that the original copy had run thus: "Board $20 a week, including washing, use of carriage and piano. Agnes Robinson."

COSMOPOLITAN DISPENSARY,

Corner Stockton, Ellis and Market Sts., a Medical and Surgical Institute for the Cure of All Diseases.

A STAFF Of Competent Physicians, graduates from the best European Colleges.

NO CHARGE To Patients for examination, consultation or advice. Every Patient Sees a Physician PRIVATELY. A ten minutes' chat may save you thousands of dollars and years of suffering.

THE Dispensary has leased the property for a term of ten years and has located here permanently.

SHOULD You suffer from asthma, rheumatism, catarrh, deafness, weakness, scrofula, tapeworm, cancer, tumors, salt rheum, baldness, malaria, blood diseases, eruptions, paralysis, dyspepsia, indigestion, fits, piles, neuralgia, any nervous disease, fevers, costiveness, heart disease, consumption, bronchitis, sore eyes, urinary troubles, kidney and liver trouble, or any other disease,

Call or write to the Dispensary, and if your case can be cured they will guarantee one, and if incurable they will candidly state so.

A PHARMACY Is connected with the Dispensary and the purest drugs are furnished patients at wholesale rates.

☞ All communications sacredly confidential.

Remember the address — Cosmopolitan Dispensary, corner Stockton, Ellis and Market streets, San Francisco.

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OCEAN STEAMSHIPS.

PACIFIC MAIL STEAMSHIP COMPANY.

THE COMPANY'S STEAMERS WILL sail

FOR NEW YORK, VIA PANAMA. Steamship "SAN JUAN," Saturday, August 23d, at 12 o'clock M., taking freight and passengers direct for Acapulco, Champerico, San Jose de Guatemala, Acajutla, La Libertad, La Union, Punta Arenas and Panama.

FOR HONG KONG via YOKOHAMA, direct CITY OF PEKING, Saturday, Aug. 23d, at 12 Noon

CITY OF RIO DE JANEIRO, Tuesday ....September 16th, at 12 Noon

CHINA........Thursday, October 9th, at 12 Noon

Round trip tickets to Yokohama and return at reduced rates.

For freight or passage apply at the office, corner First and Brannan streets.

Branch office—202 Front street.

W. R. A. JOHNSON, Acting Gen'l Agent.

de15tf GEORGE H. RICE, Traffic Manager.

OCEANIC STEAMSHIP COMPANY.

Carrying United States, Hawaiian and Colonial Mails.

WILL LEAVE THE COMPANY'S Wharf, foot of Folsom street,

For Honolulu, Auckland and Sydney, WITHOUT CHANGE,

The Splendid New 3000-ton Iron Steamer Zealandia..........August 23d, at 12 M.,

For Honolulu,

SS. Australia (3000 tons)......Sept. 12th, at 12 M.

Or immediately on arrival of the English mails.

☞ For freight or passage, apply at office, 327 Market street. JOHN D. SPRECKELS & BROS.,

se26 tf General Agents.

MISCELLANEOUS.

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M. J. Flavin & Co.,

GENERAL OUTFITTERS

Men, Youths, Boys and Children!

IMPORTERS AND MANUFACTURERS OF

Tailor-Made Clothing, Furnishing Goods, Underwear, Neckwear and Hosiery!

DIRECT IMPORTERS

HATS! 60 cases just arrived by Express, all the Latest and Most Fashionable Styles Fur Stiff Hats.

BOOTS AND SHOES!

TRUNKS, VALISES AND TRAVELING BAGS!

Largest and Best Variety on the Pacific Coast.

PANTALOONS!

SPECIAL ATTENTION is called to our immense assortment in latest styles cut and pattern of our FINE TAILOR-MADE FIVE DOLLAR PANTALOONS, excellent value at $7 50. ALSO to 1000 pairs CASSIMERE PANTALOONS just received which we are offering at $2 50, $3 00 and $3 50—best value at those prices ever offered in San Francisco.

—ALSO—

TO OUR ENDLESS ASSORTMENT IN SINGLE AND DOUBLE BREASTED FROCK AND SACK SUITS, in every variety of style and material, at prices varying from $7 50 to $30.

Also to Our Immense Stock of Youths', Boys' and Children's Clothing.

Also a Large Line of Bar Coats and Waiters' Jackets, in Every Style of Cut and Material, at Lowest Prices.

M. J. Flavin & Co.,

924 to 928 Market Street,

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OCEAN STEAMSHIPS.

PACIFIC COAST STEAMSHIP CO.

DISPATCH STEAMERS FROM SAN Francisco for ports in Alaska, 9 A. M., July 29, Aug. 3, 13, 18, 28, Sept. and Oct. 2 and 17.

For British Columbia and Puget Sound ports, 9 A. M., July 29, August 3, 8, 13, 18, 23, 28, Sept. 2, 7, 12, 17, 22, 27.

For Eureka, Humboldt Bay, Wednesdays, 9 A. M.

For Mendocino, Fort Bragg, etc., Mondays and Thursdays, 4 P. M.

For Santa Ana, Los Angeles, and all way ports every fourth day, 8 A. M.

For San Diego, stopping only at Los Angeles, Santa Barbara and San Luis Obispo, every fourth day at 11 A. M.

For ports in Mexico, 25th of each month.

Ticket Office—Palace Hotel, 4 New Montgomery st.

GOODALL, PERKINS & CO., General Agents,

se30 10 Market street, San Francisco.

FOR PORTLAND & ASTORIA, OREGON

THE UNION PACIFIC RAILWAY—Ocean Division—and PACIFIC COAST STEAMSHIP COMPANY will dispatch from Spear-street Wharf, at 10 A. M., for the above ports one of their A1 iron steamships, viz.:

STATE OF CALIFORNIA—July 31, August 12, 24, Sept. 5, 17, 29.

COLUMBIA—August 8, 20, Sept. 1, 13, 25.

OREGON—August 4, 16, 28, Sept. 9, 21.

Connecting via Portland with the Northern Pacific Railroad, Oregon Short Line and other diverging lines, for all points in Oregon, Washington, British Columbia, Alaska, Idaho, Montana, Dakota, Utah, Wyoming, Yellowstone Park, and all points East and South and to Europe.

Fare to Portland—Cabin, $16; steerage, $8; round trip, cabin, $30.

Ticket Offices—1 Montgomery street and Palace Hotel, 4 New Montgomery street.

GOODALL, PERKINS & CO., General Agents,

mr28 10 Market street, San Francisco.

COMPAGNIE GENERALE TRANSATLANTIQUE.

French Line to Havre.

COMPANY'S PIER (NEW), 42 NORTH River, foot of Morton st. Travelers by this line avoid both transit by English railway and the discomfort of crossing the Channel in a small boat.

LA BOURGOGNE, Frangeul..........Saturday, August 30th, 4:30 A. M.

LA BRETAGNE, De Jousselin..........Saturday, September 6th, 10:30 A. M.

LA CHAMPAGNE, Traub..........Saturday, Sept. 13, at 4:00 A. M.

LA NORMANDIE, De Kersabiec..........Saturday, Sept. 20th, 8:30 A. M.

LA BOURGOGNE, Frangeul..........Saturday, Sept. 27th, at 3:30 A. M.

☞ For freight or passage apply to A. FORGET, Agent, No. 3 Bowling Green, New York.

J. F. FUGAZI & CO., Agents, 5 Montgomery ave., San Francisco. mr20 tf

ANCHOR LINE.

Atlantic Express Service.

LIVERPOOL via QUEENSTOWN.

Steamship "CITY OF ROME" from New York SATURDAY, Aug. 23, Sept. 20, Oct. 18.

Saloon, $60 to $100, Second-class, $30 and $35.

GLASGOW SERVICE.

Steamers every Saturday from New York to

GLASGOW and LONDONDERRY.

Cabin passage to Glasgow or Londonderry, $50 and $60. Second-class, $30.

Steerage passage, either Service, $20.

Saloon Excursion Tickets at Reduced Rates.

Travelers' Circular Letters of Credit, and Drafts for any Amount issued at lowest current rates.

For Books of Tours, Tickets or further information Apply to HENDERSON BROTHERS, New York, or GEORGE W. FLETCHER, 613 Market st.; or T. D. McKAY, 32 Montgomery st.; or J. F. FUGAZI & CO., 5 Montgomery ave., San Francisco, or GEO. B. SEAMAN, 1073 Broadway, Oakland. mr24 6mo

RAILROAD TRAVEL.

SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

Trains Leave and Are Due to Arrive at SAN FRANCISCO.

LEAVE	—FROM JULY 14, 1890—	ARRIVE
7:30A	Haywards, Niles and San Jose....	*2:15P
7:30A	Sacramento & Redding, via Davis	7:15P
7:30A	Sacramento, Auburn, Colfax......	4:45P
8:00A	Martinez, Vallejo, Calistoga and Santa Rosa	6:15P
9:00A	Los Angeles Express, Fresno, Bakersfield, Mojave and East, and Los Angeles	10:15A
8:30A	Niles, San Jose, Stockton, Ione, Sacramento, Marysville, Oroville and Red Bluff	4:45P
12:00M	Haywards, Niles and Livermore..	8:45P
*1:00P	Sacramento River steamers........	**6:00A
3:00P	Haywards, Niles and San Jose....	9:45A
3:30P	Second class for Ogden and East	9:45P
4:00P	Sunset Route, Atlantic Express, Santa Barbara, Los Angeles, Deming, El Paso, New Orleans and East	8:45P
4:00P	Martinez, Vallejo, Calistoga and Santa Rosa	9:45A
4:00P	Lathrop and Stockton	10:15A
4:30P	Sacramento and Knight's Landing via Davis	10:15A
*4:30P	Niles and Livermore	*8:45A
*4:30P	Niles and San Jose	†6:15P
6:00P	Haywards and Niles	7:45A
8:00P	Central Atlantic Express, Ogden and East	9:45A
9:00P	Shasta Route Express, Sacramento, Marysville, Redding, Portland, Puget Sound and East	7:45A

SANTA CRUZ DIVISION.

‡7:45A	Excursion Train to Santa Cruz....	‡8:05P
8:15A	Newark, Centerville, San Jose, Felton, Boulder Creek and Santa Cruz	6:20P
*2:45P	Centerville, San Jose, Almaden, Felton, Boulder Creek and Santa Cruz	*11:20A
4:45P	Centerville, San Jose and Los Gatos, and Saturdays & Sundays to Santa Cruz	9:50A

COAST DIVISION—Third and Townsend Sts.

7:25A	San Jose Almaden and Way Stations	2:30P
‡7:50A	Monterey and Santa Cruz Sunday Excursion	‡8:25P
8:30A	San Jose, Gilroy, Tres Pinos, Pajaro, Santa Cruz, Monterey, Pacific Grove, Salinas, Soledad, San Miguel, Paso Robles and Santa Margarita (San Luis Obispo) and Principal Way Stations	6:12P
10:30A	San Jose and Way Stations	7:30P
12:01P	Cemetery, Menlo Park and Way Stations	5:13P
*2:30P	(Del Monte Ltd) Menlo Park, San Jose, Gilroy, Pajaro, Castroville, Monterey and Pacific Grove	*11:15A
*3:30P	San Jose, Tres Pinos, Santa Cruz, Salinas, Monterey, Pacific Grove and Principal Way Stations	*10:00A
*4:20P	Menlo Park and Way Stations	*7:56A
5:20P	San Jose and Way Stations	9:03A
6:30P	Menlo Park and Way Stations	6:35A
†11:45P	San Jose and Principal Way Stations	†4:28P

A for Morning. P for Afternoon.

*Sundays excepted. †Saturdays only.

‡Sundays only. **Mondays excepted.

RAILROAD TRAVEL.

SAN FRANCISCO AND N. P. RAILWAY.

"The Donahue Broad-Gauge Route."

COMMENCING SUNDAY, JULY 13, 1890, AND until further notice, Boats and Trains will leave from and arrive at the San Francisco Passenger Depot, Market-street Wharf, as follows:

From San Francisco for Point Tiburon and San Rafael—Week days: 7:40 A. M., 9:20 A. M., 11:20 A. M.; 1:30 P. M., 3:30 P. M., 5:00 P. M., 6:25 P. M. Sundays: 8:00 A. M., 9:30 A. M., 11:00 A. M.; 1:30 P. M., 3:30 P. M., 5:00 P. M., 6:15 P. M.

From San Rafael for San Francisco—Week days: 6:50 A. M., 8:00 A. M., 9:30 A. M., 11:40 A. M.; 1:40 P. M., 3:40 P. M., 5:05 P. M., 6:30 P. M. Sundays: 8:10 A. M., 9:40 A. M., 11:10 A. M.; 1:40 P. M., 3:40 P. M., 5:00 P. M., 6:25 P. M.

From Point Tiburon for San Francisco—Week days: 7:15 A. M., 8:20 A. M., 9:55 A. M., 12:05 P. M., 2:05 P. M., 4:05 P. M., 5:30 P. M., 7:00 P. M. Sundays: 8:35 A. M., 10:05 A. M., 11:35 A. M., 2:05 P. M., 4:05 P. M., 5:30 P. M., 6:50 P. M.

Leave San Francisco. Week Days.	Sundays.	Destination.	Arrive in San Francisco. Sundays.	Week Days.
7:40 A. M 3:30 P. M 5:00 P. M	8:00A.M 9:30A.M 5:00P.M	Petaluma and Sta Rosa.	10:40 A. M 6:05 P. M 7:25 P. M	8:50A.M 10:30A.M 6:05P.M
7:40 A. M 3:30 P. M	8:00A.M	Fulton Windsor, Healdsb'g Litton Sps Cloverdale & Way Sts	7:25 P. M	10:30 A. M 6:05P.M
7:40 A. M	8:00A.M	Hopland and Ukiah.	7:25 P. M	6:05P.M
7:40 A. M 3:30 P. M	8:00A.M	Guernevie	7:25 P. M	10:30 A. M 6:05P.M
7:40 A. M 5:00 P. M	8:00A.M 5:00P.M	Sonoma Glen Ell'n	10:40 A. M 6:05 P. M	8:50 A. M 6:05 P. M
7:40 A. M 3:30 P. M	8:00A.M 5:00P.M	Sebastop'l	10:40 A. M 6:05 P. M	10:30 A. M 6:05P.M

Stages connect at Santa Rosa for White Sulphur Springs and Mark West Springs; at Geyserville for Skaggs Springs; at Cloverdale for the Geysers; at Hopland for Highland Springs, Kelseyville, Lakeport, Bartlett Springs, Lower Lake and Zeigler Springs; at Ukiah for Vichy Springs, Saratoga Springs, Blue Lakes, Willits, Cahto, Capella, Potter Valley, Sherwood Valley and Mendocino City.

EXCURSION TICKETS, from Saturdays to Mondays—To Petaluma, $1 50; to Santa Rosa, $2 25; to Healdsburg, $3 40; to Litton Springs, $3 60; to Cloverdale, $4 50; to Hopland, $5 70; to Ukiah, $6 75; to Guerneville, $3 75; to Sonoma, $1 50; to Glen Ellen, $1 80.

EXCURSION TICKETS, good for Sundays only—To Petaluma, $1; to Santa Rosa, $1 50; to Healdsburg, $2 25; to Litton Springs, $2 40; to Cloverdale, $3; to Ukiah, $4 50; to Hopland, $3 80; to Sebastopol, $1 80; to Guerneville, $2 50; to Sonoma, $1; to Glen Ellen, $1 20.

H. C. WHITING, General Manager.

PETER J. McGLYNN, Gen. Pass. & Ticket Agt.

Ticket offices at Ferry and 222 Montgomery street.

SAUSALITO—SAN RAFAEL—SAN QUENTIN

—VIA—

NORTH PACIFIC COAST RAILROAD.

TIME TABLE.

Commencing Sunday, April 6, 1890, and until further notice, boats and trains will run as follows:

From SAN FRANCISCO for SAUSALITO and SAN RAFAEL (week days)—7:30, 9:30, 11:00 A. M.; 1:30, 3:30, 5:00, 6:20 P. M.

(Sundays)—8:00, 9:00, 10:00, 11:30 A. M.; 12:30, 1:30, 2:50, 4:20, 5:30, 6:30 P. M. Extra trip on Sundays to Sausalito at 11:00 A. M.

From SAN FRANCISCO for MILL VALLEY (week days)—9:30, 11:00 A. M.; 3:30, 5:00 P. M.

(Sundays)—8:00, 9:00, 10:00, 11:00 A. M.; 12:30, 1:30, 2:50, 5:30 P. M.

From SAN RAFAEL for SAN FRANCISCO (week days)—6:10, 7:45, 9:30, 11:15 A. M.; 1:30, 3:25, 5:00 P. M.

(Sundays)—8:00, 9:50, 10:55 A. M.; 12:00 M.; 1:15, 2:45, 4:00, 5:00, 6:05, 7:00 P. M. Extra trip on Saturday at 6:30 P. M. Fare, 50 cents, round trip.

From MILL VALLEY for SAN FRANCISCO (week days)—7:55, 11:05 A. M.; 3:35, 5:12 P. M.

(Sundays)—8:12, 9:20, 10:10, 11:15 A. M.; 12:20, 1:40, 3:00, 5:15, 6:30 P. M. Extra trip on Saturday at 6:38 P. M. Fare, 50 cents, round trip.

From SAUSALITO for SAN FRANCISCO (week days)—6:45, 8:15, 10:05 A. M.; 12:05, 2:15, 4:10, 5:40 P. M.

(Sundays)—8:45, 9:45, 10:40, 11:40 A. M.; 12:45, 1:55, 3:30, 4:40, 5:45, 6:50, 7:45 P. M. Extra trip on Saturday at 7:10 P. M. Fare, 25 cents, round trip.

THROUGH TRAINS.

1:30 P. M., Daily (Sundays excepted) from San Francisco for Cazadero and intermediate stations. Returning, leaves Cazadero daily (Sundays excepted) at 7:00 A. M., arriving in San Francisco at 12:35 P. M.

8:00 A. M., (Sundays only) from San Francisco for Cazadero and intermediate stations. Returning, arrives in San Francisco at 8:15 P. M., same day.

EXCURSION RATES.

Thirty-day excursion—Round-trip Tickets to and from all stations, at 25 per cent reduction from single tariff rate.

Friday to Monday Excursion—Round-trip Tickets sold on Fridays, Saturdays and Sundays, good to return following Monday: Camp Taylor, $1 75; Tocaloma and Point Reyes, $2 00; Tomales, $2 25; Howard's, $3 50; Cazadero, $4 00.

Sunday Excursion—Round-trip Tickets, good on day sold only: Camp Taylor, $1 50; Tocaloma and Point Reyes, $1 75; Tomales, $2 00; Howard's, $2 50; Duncan Mills and Cazadero, $3 00.

STAGE CONNECTIONS.

Stages leave Cazadero daily (except Mondays) for Stewarts Point, Gualala, Point Arena, Cuffeys Cove, Navarro, Mendocino City and all points on the North Coast.

JNO. W. COLEMAN, General Manager. F. B. LATHAM, Gen. Pass. & Tkt. Agt.

General Offices, 329 Pine Street. ap31 tf

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