MATTERS OF MOMENT.

Memorials Adopted by the Chamber of Commerce.

Improvements on the City Plant Advocated. A Naval Reserve Urged—Congress Asked for a Training Ship.

The quarterly meeting of the Chamber of Commerce was held yesterday afternoon in the Merchants' Exchange Building, ex-Governor George C. Perkins presiding.

After transacting the routine business, Chairman Perkins announced that since the chamber had last convened, two of its oldest members, Simon L. Jones and Captain Richard S. Floyd, had died, and accordingly it became the painful duty of the gentlemen present to adopt suitable resolutions in memoriam.

Frederick L. Castle stated that he had been an intimate friend of S. L. Jones for a number of years, and in addition to being an enterprising and successful merchant, he was at all times regarded as a generous and whole-souled citizen. Mr. Castle, therefore, introduced the following resolutions, which were adopted by a unanimous vote:

From time to time during the existence of this chamber the sad duty has devolved upon its members of expressing by appropriate resolutions their appreciation of the life and character of those of their fellow-members, who, having finished their earthly career, have entered into eternal rest. Among this list, which has lengthened from year to year, and which embraces names that will remain illustrious in the commercial annals of San Francisco, no name will be more lovingly and gratefully remembered than that of our late friend and associate, Simon L. Jones.

Mr. Jones was among the pioneer merchants of San Francisco, who laid the foundation of its trade and who contributed to its prosperity. He came to this city in 1852, and from that period until his decease, on August 7, 1890, had been actively engaged in the pursuits of business, the standard of which it was always his aim to elevate. Integrity and uprightness with him were always the first and prime considerations.

In 1871 Mr. Jones was elected to membership of this chamber, and served as a trustee during 1878-9 and 1879-80, being subsequently re-elected to the same honorable position in 1882-83.

In view of the loss that this chamber and the mercantile community of San Francisco has sustained by the death of Mr. Jones, it is hereby

Resolved, That by the decease of our late esteemed member, Simon L. Jones, we have been deprived of the fellowship of an upright merchant, a sterling friend and a sagacious counsellor.

Resolved, That his kindness, integrity and worth will endear his memory to the mercantile community of San Francisco, and that his example will always remain conspicuous in the history of this chamber.

Resolved, That as a mark of respect these resolutions be entered upon the records of this chamber and that an engrossed copy thereof be sent to the family of our deceased associate.

THE FLOYD RESOLUTIONS.

W. L. Merry informed the chamber that in the death of Captain Floyd it had sustained the loss of one who had, in his intimate knowledge of astronomy, assisted materially the science of navigation and therefore benefited the entire mercantile community. He therefore presented the following resolutions, which were adopted unanimously:

WHEREAS, It has pleased Almighty God to call from us an esteemed member, Captain Richard S. Floyd, suddenly deceased at his Oakland city, away from the State of his adoption and the scene of the labors of his matured manhood; therefore be it

Resolved, That in the death of Captain Floyd our commonwealth has suffered the loss of a good citizen, and this chamber one worthy of its esteem and sincere regret.

Resolved, That the science of astronomy, intimately connected with the interests of maritime commerce, found an ardent supporter and enthusiastic student in our deceased friend, and that for this service the Chamber of Commerce of San Francisco is under deep obligations to Captain Floyd, and will cherish his memory among its most useful members who have gone over to the majority.

Resolved, That these resolutions, properly engrossed and authenticated, be forwarded to the family of our deceased friend, and they be spread upon the minutes of the chamber.

A NAVAL RESERVE.

Chairman Perkins, in accordance with the constitution of the chamber, announced that the annual election of officers would take place on the second Tuesday in January, and the following were appointed a Nominating Committee: Ira P. Rankin, Oliver Eldridge, W. J. Adams, and Jacob Espinger. The following gentlemen volunteered to serve: Stewart Menzies, F. A. Gibbs, E. E. Kentfield, D. D. Shattuck and R. Weill.

Admiral Louis A. Kimberly and A. G. Menocal, both of the United States naval service, were elected unanimously to honorary membership.

N. Jordan, representing the steamship sailors, addressed the chamber on the necessity of organizing a naval reserve, to be a portion of the National Guard of California; said reserve to be composed of practical seamen over 21 years of age and American citizens. The object of this organization is intended, it was stated, to assist in defending the harbor of San Francisco in case of war.

The chamber adopted a resolution favoring the formation of this reserve, and the following committee of five was appointed to confer with other organizations favoring the measure: Messrs. Eldridge, Chapman, Crawford, Taylor and Merry.

CABLE ROUTE AND CITY FRONT.

Hugh Craig presented a resolution which was adopted, requesting the Trustees to address official communications to the candidates for both houses to use their best efforts, if elected, to secure the passage of a law authorizing the survey of the Transpacific Submarine Cable route and subsequent legislation encouraging the formation of a company for this purpose.

After listening to addresses on the condition of the city front from Harbor Commissioner Alexander and Supervisor Bingham, the following resolutions were adopted:

Resolved, That we urge upon our Senators and Assemblymen in Congress, that the portion of the San Francisco adjoining the frontage controlled by the honorable Board of Harbor Commissioners, south of Market street, is in a deplorable condition, dangerous to life and property, and detrimental to the commercial interests of the city and port; therefore, be it

Resolved, That the Mayor and honorable Board of Supervisors are urgently entreated to make the necessary repairs in this section of the city front, and to hereafter maintain this portion of our public highways in passable condition, for the convenience of the commerce of our city and for the protection of the lives and property of our citizens.

Resolved, That attested copies of these resolutions be forwarded to his Honor the Mayor and the honorable Board of Supervisors, to the public press and to the honorable Board of State Harbor Commissioners, requesting their co-operation.

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Salvation Oil, the great pain-destroyer, should be kept in every family. 25 cents.

SEA AND SHORE.

The Magellan Believed to Have Been Lost off Cape Horn.

An Apprentice Lost Overboard From the Ship Eaton Hall—The Whitelaw Dropped Her Tow off Cape Blanco.

The British ship Eaton Hall, Captain Lowrison, arrived yesterday after a passage of 162 days from Newcastle, England, with a cargo of merchandise for Balfour, Guthrie & Co. Some little anxiety has been felt in insurance circles regarding her, because a couple of months ago the American ship St. Mary, which put into Port Stanley, Falkland Islands, and was stranded there, reported that she had been in collision with a ship supposed to be the Eaton Hall.

A few days ago the British ship Dumbarton Rock arrived in this port, and Captain Donovan reported that he had been in collision with a vessel in the vicinity of Cape Horn, and it was generally thought here on his arrival that it was his vessel that collided with the St. Mary.

On Tuesday, July 15th, in latitude 33° 40' south, longitude 48° 23' west, William Chichester Barnard, an apprentice of the Eaton Hall, fell overboard and was drowned. He was 16 years of age and a native of England.

FROM THE SHIP'S LOG.

The following is taken from Captain Lowrison's report of the passage: Sailed May 12th; passed Cape Clear May 21st; crossed the equator 41 days out. Had light airs and calms all though the southern tropics. Off the east coast of Patagonia had fogs and calms, accompanied by thunder and lightning. Passed Cape Horn on July 30, 79 days out. On August 2d had a strong westerly gale, in which we lost lower main topsail and ship took a heavy list to port. Afterward had a continuation of heavy gales until August 6th, when we had a terrific gale, and the ship was hove to for 56 hours on the port tack.

We had squalls of hurricane force, and drifted with the storm and Cape Horn current north by east 174 miles. Had strong gales and unsettled weather until August 15th, when we passed Cape Horn the second time. Were twenty-two days from 50° south in the Atlantic to 50° south in the Pacific. Then had an uneventful passage to port.

The Eaton Hall also spoke the following-named vessels on the passage: St. Mary, Henry Villard, Prince Edward, Star of Russia, Elsinore and Spartan.

QUITE A DOUBT, NOTWITHSTANDING.

Although the Eaton Hall has turned up all right, and reported no collision with any vessel off Cape Horn, it is not at all certain that it was the Dumbarton Rock that was in collision with the St. Mary off the Horn. Underwriters have been feeling uneasy lately as to the safety of the American ship Magellan, which left Boston on May 10th for Valparaiso, and has not been heard of since. From advices received yesterday from Boston it is feared that the Magellan was the vessel that was in collision with the St. Mary, and that she sank with all hands.

Some time ago the owners of the Magellan, Messrs. Hemenway & Browne, received information that oil packages had been passed at sea bearing their private mark. They then thought the ship might have encountered bad weather and had to jettison some of her cargo. A second and later report came from Port Stanley, Falkland Islands, to the effect that wreckage from the Magellan had drifted ashore at that place.

The captain of the German steamer Neko, which arrived at Valparaiso on September 7th, reported that while at the Falkland Islands he personally interviewed the crew of the ship St. Mary, who told him that on the night of August 6th their vessel ran into an unknown ship which sank in a very few moments without the St. Mary's crew being able to save anybody or to discern any distinguishing marks on the ill-fated ship. After the collision the St. Mary tried to make the Falkland Islands, but the master mistaking his position, the ship was stranded on the rocks south of the Kelp Islands and subsequently went to pieces. The entire crew of the St. Mary was saved.

A REPORT FROM ANOTHER SOURCE.

On September 1st the German bark Pera arrived at Valparaiso, and the captain reported to the agents of the Magellan there that on August 12th, when 100 miles south of Staten Island, in latitude 57° 37' south, longitude 65° 28' west, his vessel passed through a large quantities of wreckage, including parts of a wrecked vessel and packages of merchandise, some of which were taken on board. Among other things secured was a case of petroleum, bearing marks which Hemenway & Browne recognized as their private mark on the cases in the Magellan's cargo.

The captain also saw among the wreckage the body of a man lashed to something, apparently a door or a part of a cabin. It will be noted that these observations were made six days after the collision between the St. Mary and an unknown vessel. The great mass of wreckage seen by the captain of the German bark and the fact that the ship's mate had by was in a good state of preservation convinced him that the disaster was of recent occurrence. The owners of the Magellan, it is said, feel very little doubt that it was their ship that was in collision with the St. Mary, and further fear that it is more than probable that the vessel has gone to the bottom.

The Magellan was built at Boston in 1873, and was of 1073 tons gross register. Her dimensions were: Length 178, beam 34, depth of hold 22 feet. Ship and cargo were insured for their full value. Captain Donovan of the Dumbarton Rock has since his arrival at Portland, Or., been urgently entreated to make the necessary repairs in this section of the city front, and to hereafter maintain this portion of our public highways in passable condition, for the convenience of the commerce of our city and for the protection of the lives and property of our citizens.

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Use Dr. Bull's Cough Syrup in the beginning stages of cold and be cured for 25 cents.

Salvation Oil, the great pain-destroyer, should be kept in every family. 25 cents.

CONDITION OF TRADE.

Business Good Last Week With Few Fluctuations.

Continued Rise in Coal—Hops Higher—Shipments of California Produce to the East—Lessened Imports.

As to trade in general there is little new to be said this week. The clearings of the banks again exhibited an increase over those for the same week in 1889, being $20,166,534, against $19,435,221. The chief feature was the fine showing made by the monthly overland freight statement of the Southern Pacific, the details of which appear below. Our produce shipments overland are growing with such rapidity that they are attracting the attention not only of the Eastern trade, press and people, but of the authorities at Washington. When such a condition of affairs prevails it is idle to talk of dull times.

THE CEREAL MARKET.

Wheat is a point higher at the close, in sympathy with hardening foreign markets.

Barley is also tending upward and is very firm at $1 37½ to $1 40 for feed, and $1 45 to $1 50 for brewing. These are good prices.

Oats are strong at good figures, and receipts of late have been light.

Yellow corn has weakened under large receipts, but white corn is doing better.

Rye is dull at a decline.

Bran and middlings have again been marked up. The millers report flour quiet and steady.

GENERAL COUNTRY PRODUCE.

Overland shipments of California produce via Southern Pacific lines in September were 84,981,330 pounds.

The leading items were as follows: 22,377 centals beans, 28,200 gallons brandy, 626,291 gallons wine, 18,489,450 pounds canned goods, 10,710,360 pounds dried fruit, 17,559,840 pounds fresh fruit, 3,478,780 pounds raisins, 253,570 pounds hides, 625,570 pounds honey, 1,643,600 pounds hops, 651,020 pounds leather, 2554 centals mustard seed, 1154 centals onions, 38,050 centals potatoes, 1,236,600 pounds wool, 20,250 pounds quicksilver, 945,020 pounds vegetables, 59,870 pounds nuts, 3,884,880 pounds canned salmon, 747,910 pounds pickled salmon. The shipments of canned goods, fresh and dried fruit overland continue heavy, as will be seen herein. The shipments of all kinds of freight from January 1st to October 1st were 410,612,000 pounds against 338,030,000 pounds for the same period last year.

Hops have got back to where they were when the recent decline began. Holders now ask 40 cents per pound for choice, and none could probably be obtained for less, though common hops sell down to 30 cents. The demand all over the world is good, and the English and German markets continue stiff. A remarkable demand for Pacific hops in London is reported.

Wool continues in good demand at the recent advance.

Hay rules firm at the unusually high prices, and straw continues scarce.

Beans are still unsettled, and dealers do not know from one day to the next how prices are going to run. At the moment the market is liberally supplied and lower, with a disposition on the part of holders to sell.

Potatoes continue to advance despite heavy arrivals. Onions are now selling up to $3, which is a marked advance. Receipts are light.

All classes of butter are firm and in moderate supply, and pickled roll and firkin have both advanced during the week. Cheese is firm and unchanged. Eggs continue at the famine point, and fine fresh eggs have sold up to 50c per dozen. The demand naturally shows a marked falling off at the present fancy prices. Liberal supplies of Eastern eggs are coming in at the close.

There is not much new in dried fruit. Apricots are firm and in light supply. Peaches show rather more tone, but are dull. Pitted plums are wanted at an advance. Grapes are steady. Prunes are dull. Apples are quiet and easy.

Raisins to the amount of 145,000 boxes were sent East overland in September. The market is quiet at unchanged prices.

The meat market shows no changes beyond a slight decline in mutton and a fractional advance in hogs.

Cordwood is rising, presumably in sympathy with coal. Posts are a fraction lower. Tanbark is easier.

GROCERIES AND PROVISIONS.

Sugar is reported in fair demand at unchanged prices.

Importers of coffee report a quiet but firm market at last week's quotations.

Rice shows no changes worthy of note.

Beyond the downward tendency in hams noted last week the provision market exhibits no features worthy of remark.

Canned salmon is steady and unchanged.

Canned fruits continue in brisk demand at unchanged prices.

Overland shipments of staple groceries from California in September were 6,039,180 pounds sugar, 41,000 pounds rice, 25,030 pounds coffee and 1,741,070 pounds tea.

GENERAL MERCHANDISE.

Quicksilver is dull and weak at $34 per flask asked. Tin plate has shot up to $6 12½ to $6 25 per box under the influence of protection. Prior to the passage of the Tariff Bill the quotations were $4 75 to $4 85.

All descriptions of cordage have been marked down ½c to 1c per pound.

Lumber is active, both on export and local account, and tonnage for the export movement is scarce. A local trade journal prints the following interesting item:

The fact that rough lumber has been put on the free list, while a benefit to the country at large, is not pleasing to lumbermen owning large tracts of timber land in this country, and it is feared except those who have lumber to sell. The leading Canadian papers are outspoken in this matter, basing their opposition on the ground that Americans will enter Canada to compete with Canadians and deplete the forests of the British possessions in North America. The duty, therefore, has confined lumbermen to this country, and they were rapidly denuding American forests.

Tobacco and cigars are meeting with a fair demand.

Coal rules firm, but arrivals have been more liberal during the past week. Every ton was needed, however. Prices continue to advance and Greta has sold from ship at $14, a clean jump of $2 50 per ton, and Rocky Mountain coals have also been marked up 50 cents. Seattle coals have been advanced to $11 per ton, though there is a strong sentiment against a radical advance among some members of the trade. They say that during the coal famine of several winters ago many consumers were driven to gas and coal-oil stoves and have never come back to coal, and conservative dealers do not want a repetition of this experience.

Foreign imports at San Francisco during the first nine months of the year footed up $34,818,500, a marked falling off from last year. The total is the smallest in three years. It is $4,789,200 less than last year. Most of this decrease is accounted for in lessened imports from the Hawaiian Islands. The reduction from this source alone is $2,221,100. This is traceable to lessened receipts of sugar, owing to deficiency in the crop, occasioned by the drought.

A Great Event

In one's life is the discovery of a remedy for some long-standing malady. The poison of Scrofula is in your blood. You inherited it from your ancestors. Will you transmit it to your offspring? In the great majority of cases, both Consumption and Catarrh originate in Scrofula. It is supposed to be the primary source of many other derangements of the body. Begin at once to cleanse your blood with the standard alterative,

Ayer's Sarsaparilla

"For several months I was troubled with scrofulous eruptions over the whole body. My appetite was bad, and my system so prostrated that I was unable to work. After trying several remedies in vain, I resolved to take Ayer's Sarsaparilla, and did so with such good effect that less than one bottle

Restored My Health

and strength. The rapidity of the cure astonished me, as I expected the process to be long and tedious."—Frederico Mariz Fernandes, Villa Nova de Gaya, Portugal.

"For many years I was a sufferer from scrofula, until about three years ago, when I began the use of Ayer's Sarsaparilla, since which the disease has entirely disappeared. A little child of mine, who was troubled with the same complaint, has also been cured by this medicine."—H. Brandt, Avoca, Nebr.

Ayer's Sarsaparilla

PREPARED BY

DR. J. C. AYER & CO., Lowell, Mass.

Sold by Druggists. $1, six $5. Worth $5 a bottle.

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DEAFNESS & HEAD NOISES CURED by Peck's INVISIBLE TUBULAR EAR CUSHIONS. Whispers heard. Comfortable. Successful where all Remedies fail. Sold by F. HISCOX, only, 853 Br'dway, New York. Write for book of proofs FREE. fe2 1y SuWe&Wy

Wall yesterday, and the Fascadale at Howard No. 1.

The ship Willie Rosenfeld entered out at Liverpool for this port on the 3d inst.

The steamer Gaelic from this port arrived at Yokohama on the 19th inst.

The bark Ceylon will dock at the sea-wall to-day.

The steamer St. Paul docked at Mission No. 1.

WORSE THAN GHOSTS.

The Way the Sullivans Were Made to Suffer Day and Night.

In Judge Garber's court yesterday the suit of Margaret Sullivan against the California Electric Light Company was on trial before a jury.

The plaintiff's attorney explained that his reason for asking if the jurors knew Christopher A. Buckley and Jeremiah Driscoll was that he wished to ascertain if their verdict would be affected by the fact that the persons named are large shareholders in the defendant corporation.

Michael Sullivan, aged 70, husband of the plaintiff, testified that he thought much of the inconvenience to which he had been put by the company and its employes was the outgrowth of maliciousness. He thought that a great deal of the noise which robbed him and his wife of their sleep was made on purpose to annoy them. He said that when he complained to the employes of the company they threatened to blow him up and to give him more trouble than ever before. Their dynamos buzzed day and night, he said, shook his house, caused the windows to rattle incessantly, cracked the plaster, kept the inmates of his house awake, and drove away his wife's lodgers, on whom she depended for a livelihood.

"You put up a screen in front of the company's window, did you not?" asked attorney Matt I. Sullivan.

"Yes, sir."

"What for?"

"To keep out the noise and stop the jar