A SNAP! A SNAP! A SNAP!

Men's Suits!

—IN—

HEAVY ALL-WOOL FABRICS,

Suits That're Worth $15, $16, $17 and $18,

—AT—

$9.95

This Sale Will Make the High-Priced Concerns About Town Look Rather Gloomy, for They Won't Be In It.

$15.00, $16.00, $17.00 and $18.00 Suits at

$9.95.

$9.95.

A SNAP FOR YOU!

A SNAP FOR US!

A prominent Wholesale Clothing House in this town, having an awful surplus of Winter Clothing on hand, and desiring to unload, offered us their entire line of choice goods at such tempting prices that we couldn't resist buying the same.

YOU'LL TAKE TWO DOLLARS FOR ONE AT ANY STAGE OF THE GAME, WON'T YOU?

Well, That's the Inducement We Received and We'll Give You the Same.

Suits Worth $15, $16, $17 and $18, at

$9.95.

$9.95.

THERE'S 3000 SUITS

—IN ALL!—

THE PATTERNS ARE NEAT,

THE SHADES ARE NEW AND NOBBY.

Some of the Suits Should Retail at $15, Some at $16, Some at $17 and Some at $18, But We've Made One Lot of the Entire Outfit and They'll Go, Beginning To-morrow,

—AT—

$9.95

HERE'S A SNAP

That's Going to Create a Commotion in Town.

SYNDICATE CLOTHING CO.

A Syndicate of Young Merchants.

SYNDICATE ✻ CLOTHING ✻ COMPANY,

433, 435 and 437 MONTGOMERY STREET,

CORNER SACRAMENTO.

SYNDICATE CLOTHING CO.

A Syndicate of Young Merchants.

BOSSISM DETHRONED.

Enthusiastic Meeting of the Reorganized Democrats.

A Number of Eminent Speakers Demonstrate to a Crowded Audience That the New Movement Is Successful.

There was a crowded and enthusiastic attendance at the mass-meeting of the Reorganized Democrats in the Metropolitan Temple last night. The enthusiasm grew apace when the various clubs filed into the auditorium, accompanied by strains of martial music, and after marching around the floor took their seats in the balcony. The cheering became general when President J. J. Dwyer, followed by James Denman, the chairman of the evening, and the various vice-presidents, made their appearance on the platform, and then from start to finish the proceedings were carried through with true Democratic vim and spirit, and as one old-time supporter of the principles said on leaving, "There wasn't a dull moment from beginning to end."

President Dwyer called the meeting to order, and in a very able and telling speech congratulated his fellow-Democrats on having thrown off the chains of bossism and Buckleyism, and by their attendance there showed such a gratifying indication of the brilliant success of the reorganization party. He resumed his seat amidst enthusiastic cheers.

James Denman, the chairman, met with a great reception. He gave a short review of his personal history as a Democrat for forty-two years in this city, and then expressed his great pleasure at the magnificent success the reorganization of the party had met with. "We feel like a mighty army now," said he, "and banded together we are strong enough to assure every one that only thoroughly reputable and conscientious men would be put forward for office under the new regime."

VICE-PRESIDENTS.

Secretary S. H. Daniels then read the following list of the vice-presidents and officers: President, James Denman; vice-presidents:

Joseph Austin.

Barry Baldwin, W. H. Bylngton, J. Berdman, J. N. Block, Charles M. Blair, Thomas J. Bowers, William Broderick, James Boyd, Patrick Boland, Thomas H. Barber, W. J. Brattey, Samuel Braunhart, Citus Barbour, Thomas Brady, B. Brluenfeld.

J. V. Coffey, J. J. Curry, William T. Coleman, Dr. C. A. Clinton, J. D. Condon, Martin Corcoran, John I. Coszroye, J. Casserley, A. Chemnant, P. Casserley, Barnard Cullom, H. A. Conrad, J. T. Carey, Thomas Cleary, P. Cronin, P. J. Cavagnero, A. Casserley, Dr. C. D. Cleveland, John Connors, Thomas Cordon, H. A. Cobb, William Craig, Dr. R. Beverley Cole, Stephen Crowley.

Edward Deady, W. J. Dunn, P. F. Dundan, F. I. Dubring, William Denver, R. Derham, D. W. Dounhit, R. E. Doyle, J. C. Douting, James Devlin, I. J. Donovan, Lawrence Dolan, William Dresbach, Captain J. M. Darrah, John Devney, Thomas Devine, A. A. Drossell, W. R. Dalugerfield.

Joseph G. Eastland, Henry Eickhoff, P. Edwards, P. A. Finnegan, Charles B. Fenn, John Fay, Samuel Fedor, M. W. Fleming, A. C. Freese, James Fogerty, T. Fitzpatrick.

I. Gutte, J. Glassman, J. C. Gorman, James Gartland, Charles Gildea, H. B. Gosciken, John Gallagher, J. D. Griffin, John H. Grady, William M. Gwin.

Barclay Henley, G. R. B. Hayes, M. C. Haley, M. C. Hassett, R. E. Hill, Emanu I Heller, E. D. Heller, P. J. Harney, F. T. Hoburg, W. M. Hinton, L. N. Hoeflor, Dr. Jerome Hughes, Robert Haight, William Hollis, H. Basbach, J. J. Harrington, Colonel John T. Humphreys, J. Higgins, F. C. Hughes, James Hatch, W. T. Haverly, Sidney Hall, Samuel Haskins, William Henderson, A. J. Howard.

James A. Johnson, Harrison Jones.

J. W. Klein, M. C. Kean, S. Koshland, Emil Kehnlein, Joseph King, Peter Kelly, Otto Koeper, Frank Kelrce, A. D. Keyes, J. M. Klein.

Joseph Leggett, A. N. Loughborough, Louis Lefmann, W. J. Locke, C. H. Lindley.

R. W. McKinstry, Gavin McNab, D. A. MacDonald, A. F. Morrison, Robert J. Mercer, A. B. Maguire, F. J. Murasky, Edward W. McGettigan, Thomas McCreagh, J. J. McDade, Frank McAleer, Joseph McKenna, S. G. Murphy, A. Marchebout, Edward McGrath, E. P. Murphy, L. V. Merle, M. Mullany, R. Mehrtens, Joseph Magner, A. J. Moulder, J. J. McCarthy, R. W. Mackie, A. L. Mann, P. J. McElroy, M. J. McDonald.

Joseph H. Neuman, Jacob Neustadter.

J. E. O'Donnell, M. F. O'Connor, Stephen O'Keefe, James E. O'Donnell, Colonel J. C. O'Connor.

A. C. Paulsell, E. B. Pond, James D. Phelan, Emil Pohlit, M. J. Platshek, S. Polack, T. J. Pinder, W. A. Plunkett, Dr. G. F. Phelan.

Peter Quinn, Anthony Quill, Colonel Charles Quinn.

C. Reis, J. T. Rogers, T. P. Riordan, J. D. Ruggles, Arthur Rogers, P. Reidy, John Ryall, James Reavy, John C. Roberts, Marcus Rosenthal, J. Rafferty, F. M. Redding, J. B. Reinstein, Charles H. Reynolds, John Ruckert, P. Rooney.

James P. Smith, M. J. Sullivan, T. J. Shackleford, J. F. Sullivan, J. D. Sullivan, P. Scully, A. E. Shattuck, H. H. Scott, Daniel Sherrin, H. Shainwald, John T. Sullivan, Gaillard Stoney, James H. Sewell, G. D. Sandburne, Daniel Sherrett, Colonel William P. Sullivan, G. H. Stout, T. W. Shinn, Major Charles P. Smyth.

Alfred Tobin, C. C. Terrill, G. Howard Thompson, J. I. Twobig, P. J. Thomas, George H. Thomas, Dr. David B. Todd, M. V. B. Taylor.

A. T. Vogelsang, R. T. Van Norden.

A. A. Watkins, John H. Wise, D. N. Walton, Seiden S. Wright, R. Walsh, P. M. Wellin, L. J. Welsh, R. P. Wieland, Raphael Weill, C. D. Wheat, E. A. Wallazz, J. A. Wright, Harry E. Wise, Claus Wieden, P. J. White, Charles R. Wilson.

E. B. Young.

W. S. Zeilein.

A great reception was tendered Colonel Thomas F. Barry, who, in a comprehensive speech delivered in his usual military style, thoroughly aroused the sympathies of his audience. In denouncing bossism he said: "We can say to their supporters, 'You have disgraced yourselves, but thank God you cannot disgrace us.' No more corrupt Judges, purchased and bribed before a case is tried, and no Board of Supervisors selected in a back room at Fourth and Townsend streets or the Spring Valley Water Works." He prophesied the ultimate triumph of the cause under its reorganization, and the election of a Democratic President of the United States.

After the torrent of cheering had subsided Marcus Rosenthal orated in a true business-like style. He was of the opinion that the Democratic party had a voting majority in San Francisco of at least 5000 if Democrats were satisfied that the leaders were honest. He would sooner suffer defeat than win a victory by illegal methods. He denounced the corrupt influence exercised by the railroad monopolists, who were choking out the best interests of the State. His reference to Cleveland provoked a perfect storm of applause, and he concluded by asserting that the vote of California alone would turn the tide of the great political battle in favor of the party.

EX-JUDGE MAGUIRE.

By far the most effective speech of the evening was made by ex-Judge James G. Maguire, who, after receiving a truly magnificent ovation on rising, claimed that the thorough reorganization of the party was complete. "The old king of the machine is in exile across the broad Atlantic," said he, "and the party is free to organize itself. We want those genuine member who battled for the old regime, because it bore the stamp of true Domocracy, to fight with us, to establish in the institutions and laws of our country the grand principles of right, which have been called Democratic principles. Justice and equal rights to all; special privileges to none. Special privileges are the curse of our country, as they have always been to monarchical nations of the Old World. Misery to the many, luxury to the few, the masses gradually being reduced to starvation through the action of the multi-millionaires who have been powers equal to European lords. Our party will fight for the rights of the masses against class legislation. Now the exiled boss and his minions asked the love of the mass of true Democrats to compel them to rally around the standard of mercenary politics. One of the chancellor of the exiled king once told me that there were 2000 purchasable votes in this city and I told him I thought more.

BALANCE OF POWER.

"To buy these money must be had, to obtain these votes and the existing balance of power. To get this money they must apply at the corporations, who, however, require a quid pro quo in the shape of franchises and other special privileges as a return for their cash. Do you see the point, eh? You gentlemen are conducting politics on kindergarten principles; the other party, having most money, will get the marketable votes, and you'll get sour.

"As for the so-called Democratic County Committee, they cry aloud for reorganization. They ought to be satisfied, for they have got it right here. The committee wants another deal; yes, it ought to be dealt out of the game. They understand politics just about as well as they understand English, and vice versa. Their only reproach against us is that the faces which bossed the party under King Buckley don't appear in our ranks. I say that the present membership, with an average weekly influx of enrollment, is a better showing than has been made in any campaign for upward of 15 years. In conclusion, I congratulate you, gentlemen, for your enthusiastic ratification of the efforts of our reorganization committee."

The orator retired, the enthusiasm displayed quite drowning the strains of the "Star-spangled Banner."

OTHER SPEAKERS.

Charles L. Weller, in a terse and comprehensive address, handled bossism very severely, and spoke cheering words of encouragement to the new organizations of the old party. That Democratic pioneer, A. C. Paulsell, entertained and did not detain the audience long. He explained very clearly why reorganization was necessary. "If a bad man must hold office, why then, I'd sooner he'd be a Republican than a Democrat," he exclaimed, "when you get a dapper lieutenant like Maurice Schmitt, for instance, at the State convention, notebook and pencil in hand, saying this row must vote for Smith, that row for Brown and so on, then is the time to rebel and reorganize, and they have done it."

After a few earnest words from P. M. Wellin, the well-known labor representative, there were loud cries of "Sullivan! Sullivan!" and that ever-welcome and powerfully sympathetic speaker, ex-Judge J. F. Sullivan, advanced to the front to meet with the warmest welcome reserved for the last. He delivered one of his well-known characteristic speeches with telling effect. As usual, he excited tears, laughter and enthusiastic better feelings of the crowded auditory, and won many a wavering listener over to the reorganized Democratic cause. The meeting concluded by the entire audience, ladies included, rising to their feet, and three vigorous cheers were given for the Democratic party, amid the waving of hats and handkerchiefs.

A POWERFUL WARSHIP.

The New Greek Armored Cruiser Spetzia.

The Spetzia, which, its constructors aver, is the most powerful warship of its tonnage afloat, has recently left Havre, where she has just been completed, for the Piræus.

The Spetzia.

She is one of three sisters ordered in France by the Greek Government, the others being the Hydra and Psarsa. The ship's speed at her trial was 17.5 knots, the pace being maintained for three hours. The Spetzia is armored with a continuous belt of 12-inch compound armor at the water line, and has four inches of steel over the remainder of her freeboard. She carries three 10.6-inch guns and five 5.9-inch Canet guns, besides a strong battery of Hotchkiss quick-firing and machine guns. She has, further, three torpedo-ejectors. The Spetzia's displacement is 4885 tons, her length 334 feet and her beam 51 feet 10 inches. She carries a complement of 400 men.

Keep Your Diamonds Out of Sight.

New York Mail and Express.

"The thing which struck me most about the American women who come abroad," said an Englishwoman recently visiting here, "is the profusion of diamonds which they possess and often wear, when, according to our ideas, the gems would be better out of sight. And in this country, too, I have noticed the same thing. It seems to me to be an American characteristic, not to say weakness. Now, with us it is considered vulgar to wear a profusion of diamonds on the street ever, or to wear them anywhere in the morning. With afternoon toilets they are of course permissible, and no one will blame a woman for decking herself out as gorgeously as possible for full dress, but they should not be worn to any extent, even in the evening, at places of amusement. They should never be seen on children. They should not be worn by people who are in mourning, nor especially by people while engaged in charitable work.

For the lip there is no brightness,
For the teeth there is no whiteness,
Where SOZODONT has got no place;
But those who use it know full well
How bright and beautiful the spell
It throws o'er man or woman's face.

SHALL SAILS BE DISCARDED?

A Question That Is Agitating Naval Circles.

The Rig of the Armored Cruiser Maine to Be Changed—She Will Depend on Steam Power Alone.

There is considerable discussion among naval experts over the question of supplying sail power to the new cruisers. Upon the recommendation of Commander Chadwick, who was detailed by Secretary Tracy as an inspector of the construction of the Maine, the rig of that vessel has been altered so as to leave the vessel something of an anomaly among ships of war. Her regulation masts are to be removed and will be replaced by two military masts, leaving her without sail power and the object of criticism by those who believe that no ship should venture from the shore depending alone upon her engines for motive power.

This action of the board of bureau chiefs will have the effect of reviving a pertinent discussion of the value of canvas and the reliance which might be placed on machinery. There are those in the navy who oppose any change which will suggest the supremacy of engines, but the present incident is deprived of factional feature by the fact that the abandonment of sail power on the Maine is recommended by a line officer. The use of canvas divides the responsibility of locomotion between the sail and the propeller. The trans-Atlantic steamers entirely depend on neither, and their experience has more than once attested the wisdom of supplying alternate methods of propulsion.

Lieutenant T. Dix Bolles, in charge of the hydrographic office here, knows something about warships and their habits. He says that the days of canvas, with steam as an auxiliary, where both are combined in one vessel, have gone by. It used to be the rule for warships to use their engines only in cases of emergency, but now the sail is simply an auxiliary motive power where canvas is employed and modern warships carry little or no spread.

"It was a mistake," said the lieutenant, "to rig the new cruisers with anything but military masts. Sails are not required in action, and the iron cages at the top of the masts afford fine vantage to riflemen and rapid-fire guns, which would be out of the question were the masts incumbered with yards and tophamper. The division of motive power between steam and sail is all well enough in theory, but of what use is it except in rare cases? An engine sometimes breaks down, but the modest amount of sail carried by the modern cruiser is of little or no use.

"Then the way the ships are built and equipped with machinery in the present day there is no occasion for breakdowns. They cost enough to be almost proof against accident, and, with double or triple engines, separate and distinct from each other, the model vessel is well prepared for emergencies, and as for running short of coal and falling back on canvas to help out, that is a poor argument, as the careful navigator never sets out with a scant supply and he knows where to replenish his bunkers.

"Railroad locomotives seldom break down, and it would be just as reasonable to rig them with sails to guard against loss of time in case of disabled pistons or short coal rations. Trans-Atlantic liners carry a small spread of canvas, usually fore and aft sails, but their power of propulsion in a deep-draught vessel does not amount to much. They are used principally to steady the ship in rough weather, and in case of an accident at sea can be relied upon to keep the vessel in the track of steamers, but are of slight assistance in bringing her safely to land.

"According to my idea the Maine should be constructed with no upper rig other than military masts, and with the high state of perfection reached in naval machinery canvas should be entirely dispensed with in the modern warship."

The Maine was originally described as an "improved and enlarged Riachuelo," an armored cruiser built in 1883 for the Brazilian Government, and which met with much favor among naval constructors. She was planned to be bark-rigged, spreading 7135 square feet of canvas, and her fore and main masts were to be fitted with military tops. Later, in the face of opposition and against the advice of some of the United States naval constructors, the rig of the ship was changed to three military masts, with fore-and-aft sails. The latest change deprives the ship of even this modest amount of sail.

A retired naval officer, in speaking on the subject, took a view diametrically opposed to the opinions advanced by Lieutenant Bolles. "By all means," he said, "the sails and rig should be retained to preserve the personnel of the navy. There are not enough sailors now, and if the sails are taken away there will be still less. Advocates of steam power alone maintain that seamen are not required on a vessel where there are no sails, and say that firemen, coalheavers and men to man the guns are sufficient. That is not my idea. Seamen, and skillful ones at that, should handle the guns, and if there is no sailorizing for them to do it will be a difficult matter to enlist sailors in the service."

The navy has not been without practical evidence of the value of sail power, though subordinate to the engines, for the history of navigation embraces instances of ships which were brought safely into port by their sails when the engines had broken down. One vessel, en route from Honolulu to this port, succeeded in making land at Seattle, having been driven thither by a storm raging at the time. Her engines had given out and the experts who favor a division of power spent some time in picturing the direful results to ship and crew if the vessel had been without masts and canvas. As it was, the ship reached port with depleted provisions.

In the matter of economy the resort to sail power, when there is no occasion for high speed, is quite material in the consideration of the value of canvas, for high speed of any degree means consumption of fuel and a corresponding increase in the expenditure for navigation.

To those who believe that no ship should go to sea without some canvas, there will be no acknowledgment that anything is gained by stripping masts of their sails to top them off with a steel cage for no better purpose than to accommodate a couple of rapid-fire guns or Gatlings.

GOOD JUDGE OF A HORSE.

An Idaho Woman Who Has Established a Paying Business.

Philadelphia Times.

Ida V. Wilkins, "the lady horse-dealer" of Idaho, is a quiet and self-possessed young woman, not at all masculine in appearance or eccentric in manner, though she spends most of her life mounted on a spirited horse galloping over the prairies, where few women care to live. When she finds a herd of horses that suits her fancy she drives a shrewd bargain, gallops home again, ungirths her charger and tells her father and brothers what she has done, and they attend to the rest. The herders, dealers and breeders all know her and value her judgment on a horse. When the season comes for shipping she starts out alone with her stock of horses, riding in the caboose of the train on which they are shipped. Railroad men all know her and treat her with the greatest respect. Even the wild horses seem to appreciate that they are in charge of an exceptional woman, and behave accordingly. When she reaches her first point of destination her cars are switched, and she attends in person to the stabling, selling and reshipping of her stock. Occasionally she stops over in one of the cities and enjoys some good music, of which she is very fond.

Ida V. Wilkins.

When she has disposed of her horses she goes back and spends the long winter evenings telling her partners what she has done and seen in the great cities, and divides with them her profits. She says she has no desire to pose as a "cattle queen" and no ambition to figure as a heroine. She is just a plain everyday woman horse-dealer, and likes her business, makes money out of it, and has no desire to leave it. The "rounders up" on the plazas, where their trails are the only avenues, lift their hats when they meet her riding unattended, the railroad men at the station have great respect for her, the buyers and breeders treat her with consideration, and in traveling about from place to place alone she meets with no annoyance or disrespect account of not having a chaperon.

THE TOWER BRIDGE.

One of the Greatest of Modern Structures to Span the Thames.

London bridge will be relieved of a large part of its burden of traffic when the sightly new structure shown on this page is completed. Already work on the towers is well advanced, and thousands of workmen are hurrying it to completion. The great structure will cross the Thames near the Tower of London, and is therefore to be known as the Tower bridge.

The illustration shows the bridge open. When it is closed the two leaves of the opening span, each weighing 950 tons, are let down by counter-balance weights to the level of the bridge, 30 feet above high water. A hundred feet above the bridge level is another roadway for foot passengers, who will be taken up by elevators in the towers whenever the bridge is open and travel below is impeded. The side spans are 270 feet wide with a headway above high water of from 20 to 27 feet; the foundations are 60 feet below high-water mark and 27 feet below the bed of the river, and the bridge has a sectional area of waterway of 20,040 square feet as compared with the 19,300 square feet of London bridge. The total length of the bridge and abutments is 940 feet and of the bridge and approaches 2640 feet, while the steepest gradient of approach is only 1 in 40. That of London bridge is 1 in 27. It will thus be seen that the bridge, when completed, will be one of the most remarkable in the world, spanning as it does what is perhaps the busiest waterway on earth.

The Tower Bridge, London.

Some 31,000,000 bricks, 70,500 cubic yards of concrete, 19,500 tons of cement, 235,000 cubic feet of granite and other stone and 15,000 tons of iron and steel are to be used in construction. Attached to the bridge will also be two steam-pumping engines for hydraulic machinery, each 360 horse-power; eight large hydraulic engines and six accumulators and four hydraulic elevators for passengers. It will cost $3,500,000.

THE WOODROW MYSTERY.

There Are No Further Developments in the Case.

There were no further developments yesterday concerning the mysterious death of Henry C. Woodrow, the son of the Cincinnati millionaire. Relatives of John W. Perry, formerly a member of Engine Company 3, say that Perry was not at the engine-house or in the vicinity of it the night that Woodrow was injured. Mr. Perry did not leave the city until the 2d of March and is now residing in Portland, Or. He is highly spoken of by his friends and associates. No trace of the exact location of Woodrow's last resting place has yet been found.

The R. C. Kirby Tanning Company has been incorporated. Capital stock $100,000, subscribed $48,000. Directors—Alfred Marcus of Menlo Park, Albert Franz and William Bunemann of this city, R. C. Kirby and H. C. Hihn of Santa Cruz.

OBITUARY NOTES.

MRS. A. T. EARL.

Mrs. Adella Tobias Earl, the widow of the late Josiah Earl, and mother of Edwin T. and Guy C. Earl, died this morning at her residence, 612 Fifteenth street, Oakland, after a short illness. Mrs. Earl has been a resident of Oakland for twenty years.

DR. O. H. CONGER.

Dr. O. H. Conger, who brought himself into prominence during the last State campaign by making public the "Old Pard" letter ascribed to Governor Markham, died at Pasadena yesterday, after a long illness, aged 65 years. He was a State pioneer and a prominent citizen.

OFFICER A. W. HASKELL.

Police Officer Alfred W. Haskell died in St. Luke's Hospital yesterday morning from consumption. Deceased was a widower, aged 52 years, and a native of Boston, Mass. He was appointed on the police force May 4, 1880, and was always regarded as a sober, efficient officer.

LATEST SHIPPING INTELLIGENCE.

Sailed.

SATURDAY, April 2.

Stmr San Benito, Colville, Tacoma.
Stmr Protection, Levinson, Fort Bragg.
Stmr Homer, Butler, Eureka.

Telegraphic.

POINT LOBOS—April 2—12 M—Weather cloudy; wind NW; velocity 28 miles.

Domestic Ports.

TATOOSH—Passed Apr 2—Stmr Umatilla, from Victoria for San Francisco; Nic stmr Costa Rica, hence Mar 30 for Nanaimo.
TACOMA—Sailed Apr 2—Stmr Alcatraz.
FORT ROSS—Arrived Apr 2—Schr Portia, hence Mar 31.
EUREKA—Arrived Apr 2—Schrs Berwick and Eliza Miller, hence Mar 23; schr Alice, from San Pedro.
Sailed Apr 2—Stmr Pomona, for San Francisco.
PORT BLAKELEY—Arrived Apr 2—Bark R K Ham, hence Mar 20.
SAN PEDRO—Sailed Apr 2—Brig Tanner.

Foreign Ports.

NANAIMO—Sailed Apr 2—Ship Commodore, for San Pedro.

Movements of Trans-Atlantic Steamers.

SWINEMUNDE—Arrived Apr 2—Stmr Italia, fm New York.
NEW YORK—Arrived Apr 2—Stmr Umbria, from Liverpool; stmr Massilia, from Naples.
BROWHEAD—Passed Apr 2—Stmr Etruria, from New York for Liverpool.
LIZARD—Passed Apr 2—Stmr Bretagne, from New York for Havre.

Importations.

EUREKA—Per Humboldt—315 M shingles, 119 redwood doors, 374 sks oats, 817 sks potatoes, 33 bxs apples, 1 cs rubber goods, 7 cs mdse, 1 cs drugs, 2 coops chickens, 1 chest tea, 7½ kegs butter, 101 cs do, 1 cs fish, 1 sk fish, 5 pkgs express, 1 bdls sheep pelts, 1 sk treasure, 18 bales rags.

Consignees.

Per Humboldt—M Kalish & Co; H Dutard; Chas Nelson; San Francisco Lumber Co; Humboldt Door Co; E R Stevens & Co; D Keefe & Co; J Murray & Co; Allison, Gray & Co; Russ, Sanders & Co; J W Guild; J M Moore & Co; Smith's Cash Store; F A Folger & Co; Marshall, Teggart & Brorsen; J H Kessing & Co; Cahn, Nickelsburg & Co; A Paladini; C H Streight; Brigham, Hoppe & Co; Getz Bros & Co; Langley & Michaels; Hills Bros; Dodge, Sweeney & Co; Vervalin & Rowe; Witzel & Baker; Chas Harley & Co; A Paladini; Wells, Fargo & Co.

COOK & CO.,

IMPORTERS,

Wholesale and Retail.

SPECIAL NOTICE!

....TO....

HOTEL-KEEPERS,

BOARDING-HOUSE KEEPERS,

AND SALOON - KEEPERS.

The time is at hand to replenish your tableware. Don't buy until you have visited us and investigated our ware, specially adapted for your use.

Each piece guaranteed against crazing.

AMERICAN VITRIFIED CHINA!

COOK & CO.,

Agents,

123 Kearny St.

NOTE.—Free delivery in Oakland, Alameda, Brooklyn, Berkeley, Sausalito and San Rafael.
au13 SuTu tf

THE OFFICE OF THE CELEBRATED

Cresta Blanca Souvenir Vintages,

FORMERLY AT 8 NEW MONTGOMERY ST., is removed to their new wine vaults, in the basement of Supreme Court building, corner of McAllister and Larkin streets, opposite City Hall. C. K. KIRBY, Manager.
ap3 7t

PIANOS Knabe, Haines, Bush & Gerts, Estheys. Cash or Installments. Rented and Repaired. Please call or send for circulars.
303 Sutter St., S. F. BANCROFT
ap19 tf SuWe 2p

DR. HALPRUNER'S

Rheumatic Cure

(and)

PAIN REMOVER,

FOR INTERNAL AND EXTERNAL USES,

CURES RHEUMATISM, NEURALGIA, AGUE, Malaria, Liver and Kidney Diseases, Cramps, Pain, Colic, Cholera Morbus, Dyspepsia and Constipation, Sore Throat, Diphtheria, Bronchitis, La Grippe and Colds. Recommended by Miss Ida Valerga, Kate Marchi and Mme. Halpruner, prima donnas, also Mrs. R. G. Lewis, Peter Johnson, J. B. Russell, James Dockery, Charles (A. Konig), Mrs. Hiram Rosekrans and hundreds of others who have used it. Prepared by DR. W. S. HALPRUNER, 850 Market st., S. F., Cal.; 50 cents and $1 per bottle. Sent express paid on receipt of price, or C. O. D. Poor people cured free of charge. ap3 1f Su

Excursion Postponed!

Owing to the inclemency of the weather, this Excursion by Special Train to South San Francisco has been postponed until

SUNDAY, APRIL 10.

Our regular excursion will leave on Saturday and Sunday on the 10:37 train as usual. Tickets 45 cents. For sale at our office.

J. T. DUNN & CO.,

Representatives of the Stockyard Co.,

112 MONTGOMERY STREET.
ap3 1t

27TH ANNUAL EXHIBIT

REMOVAL

Home Mutual Insurance Company

NOW OCCUPIES THE PREMISES AT THE NE. corner of California and Sansome streets (lately vacated by Wells, Fargo & Co. Bank).

Incorporated A. D. 1864.

Losses Paid since Organization	$3,175,759 21
Assets, January 1, 1891	867,512 19
Surplus for Policy Holders	844,944 19
Reinsurance Reserve	268,043 59
Capital Paid Up in Gold	300,000 00
Net Surplus over everything	276,901 10
Income in 1890	$394,184 52
Fire Losses Paid in 1890	142,338 90
Fire Losses Unpaid January 1, 1891	11,401 00

President.....J. F. HOUGHTON.
Vice-President.....H. L. DODGE.
Secretary.....CHAS. R. STORY.
General Agent.....R. H. MAGILL.
mr4 Su tf

BRUSHES FOR BARBERS, BAKERS, boot-blacks, bath-houses, billiard-tables, breweries, book-binders, candy-makers, canners, dyers, flour-mills, foundries, laundries, paper-hangers, printers, painters, shoe factories, stablemen, sac-rooters, tanners, tailors, etc.

BECHANAN BROS.,

Brush Manufacturers, 609 Sacramento st.
oct7 WeFrSu 1y2p