MISCELLANEOUS.

THE EXCITEMENT
THAT HAS PREVAILED DURING THIS WEEK
WILL NOT COMPARE WITH
THE COMMOTION THAT WILL BE CAUSED BY
OUR LOW PRICES
FOR MEN'S, BOYS' AND CHILDREN'S
BEST FALL CLOTHING!

WE ARE OFFERING exceptional values this week—not for two days only—but prices that are standard with us.

MEN'S EXTRA GOOD SUITS $11.50 Double-breasted Scotch Tweeds, all new shades and styles. Fit guaranteed. Sold elsewhere for $14 50.

MEN'S OVER-COATS $10.00 Tweeds, Cassimeres and Meltons, with or without linings. Good value at $14.00.

BOYS' LONG PANTS SUITS $10.00 Dressy Black Thibets, single and double breasted, ages 11 to 19. Elsewhere price $13.50.

BOYS' LONG ULSTERS $9.00 Extra Heavy MELTONS, large collar, splendid trimmed. Worth $11.50.

BOYS' SUITS WITH VEST $3.75 Heavy weight, thoroughly made. Ages 11 to 16. Good value at $5.00,

BOYS' STRONG SUITS $2.00 Serviceable, heavy-weight and neat patterns. Elsewhere price $2.75.

GENTS' FURNISHINGS.

We are unpacking the latest novelties in NECK-WEAR and UNDERWEAR and have marked the prices very low.
WAITER COATS, OFFICE COATS,
BAR COATS, HOUSE COATS,
TRAVELING SHAWLS, RUGS,
GOWNS AND SATCHELS

A LEADING SPECIALTY.

Roos Bros
27-29-31-33-35-37 KEARNY ST.

REGULATORS OF LOW PRICES ON OVERCOATS.

We will send you samples of Fall fabrics, Catalogue and Rules for Self-measurement upon application.

A FINE COURTHOUSE.

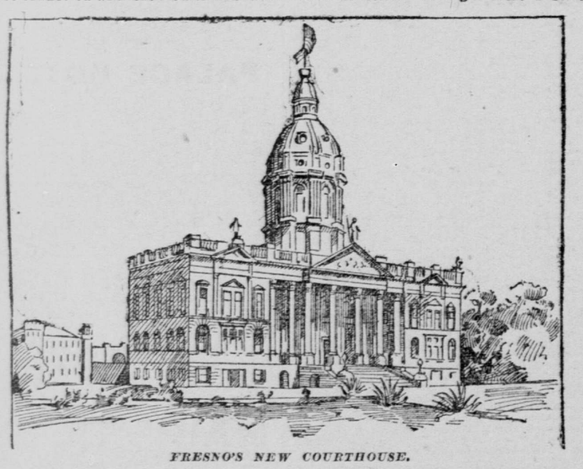
The Splendid Structure for Fresno County.

A Quarter of a Million Dollars to Be Expended—Surmounted by a Lofty Dome.

The new courthouse at Fresno will be when completed one of the finest civic buildings in the State and worthy of the prosperous county in which it is located.

The central portion of the building immediately back of the main portico, comprising the existing courthouse, has been remodeled, both internally and externally, so as to conform with the new design and to properly connect it with the new wings on either side.

Each wing has been placed at a distance of twenty feet from the present building, connected at the front by the main portico and at the rear by a wide bridge or covered corridor, both for convenience and appearance; but to avoid the scattered appearance that three separate buildings would present the wings were placed in such a position as to be connected with each other and with



FRESNO'S NEW COURTHOUSE.

the central block by means of the bold front portico, and this, with the alterations to the old building, effected a unison and completeness which could only be obtained by this treatment.

The wing on the left side contains the hall of records, law library and offices of the County Clerk, etc., and the wing on the right by the Board of Supervisors' offices, Tax Collector, court and jury rooms, Judges' chambers, etc.

The work on this fine country building is progressing very rapidly, the walls now being up to the second story floor beams, which show a massive and substantial structure. The heavy steel girders and beams are now being put in place preparatory to receiving the terra cotta arch work. Each of the wings are to be of fireproof construction throughout, including the iron roof.

The central tower, or dome, will be of strong timber and iron framing, covered with heavy copper. The building will be an ornament to the city of Fresno, while the Supervisors and the public generally will possess an administrative building of which they may be justly proud. The structure when completed will represent an outlay of about $250,000. The architect is William Curlett of this city.

A NIGHT IN VENICE.

The City Famous for Its Displays on Holiday Occasions.

Atlanta Constitution.

Though not a capital city at present, Venice ranks even with the Eternal City in display on national holidays, for in Rome the display is mainly of a religious nature.

Venice, like Paris, has her grand prix. But no horses kick up the dust of the race track here. Why, you ask, can a race be without horses? Simply because there are no horses in Venice? No, there are four—they are bronze and stand over the doors of the Church of St. Marks.

The gondolas are the vehicles of Venice, for land is too valuable to be given up to streets wide enough to drive through. The Grand canal is the racecourse. It is two and a half miles long. Early in the morning of the great day its entire length is lined with barges filled with chairs. Every window, door and housetop will be filled before noon. The bridges are already lined with people. The famous Rialto bridge is black with struggling humanity. In the center a stand is erected for the judges.

Up in the square of St. Mark's are a score of gondolas out on the flagstones. Their owners, aided by friends, of whom each has plenty to-day, for the winners may be their friends and they will have plenty of money at night, are greasing their respective boats.

A. T. STEWART'S STORE.

How the Millionaire Merchant Treated the Women Who Worked for Him.

Denver Republican.

In the course of an interview recently with a saleswoman now with a Broadway firm she said:

"I was one of the first women to be employed by Stewart, and remained with him until his death. He was aware that English saleswomen are required to dress in tight-fitting black gowns, without jewelry or furbelows, but he did not dare to exact that Americans should wear a livery; nevertheless it amounted to that, and this is how he managed it. He kept his eye upon us all the time. If a girl wore a light-colored dress he would not appear to take notice of it, but would wait until such time as she happened to appear in a black dress. Then he would hurry to her, and, with a pleasant smile would say, 'Why, Miss —, how well you look in black! Quite charming, I declare! And I take it as a compliment to myself, for you know black is my favorite color, above all, for a business woman.' You may be sure that that girl never afterward wore anything but black in his service.

"And as for jewelry. There were of course no restrictions upon our wearing it, but he was as clever in letting us know his ideas upon our wearing it as what was his 'favorite color.' If a girl wore a bit of jewelry, a breastpin or a bracelet, his eyes would be sure to fasten upon it in the course of the day, and he would say to her—always with a smile and pleasantly: 'I see you are wearing a pretty brooch, but don't you think that jewelry is rather matronly for youth and good looks like yours?' Mr. Stewart had also pronounced ideas about colors and their appropriateness, not only to the complexion, but to the age of women. If a new girl, not knowing his tastes, appeared some warm day in a pink dress, he would take occasion to pass her counter and mutter to himself out loud enough for her to hear: 'Pink, eh! pink! Pink's for youth, little girls and extreme first youth. No woman over 16 should wear pink—kills the complexion—pink! bah!' He was a sly old fox, was Stewart, and in this adroit way he managed that we should wear a regulation costume of black, with a simple bow of ribbon at the throat for ornament.

"Stewart was the first merchant to introduce dressmaking and ready-made clothes into a dry-goods store in this country. This occurred many years after the advent of saleswomen. His first modiste was a Miss Hudnutt, whom he sent twice a year to Paris and London for fashions. Miss Hudnutt is well known nowadays as Mme. Connelly. To test their business capacities, Stewart tried women in every branch of his business. He was the first to send them out as drummers—silk drummers, but they were not a success with him."

How to Be Able to Sigh.

Philadelphia Times.

All novelists should now become apostles of the dress-reform movement. Mrs. Frank Stuart Parker, an exponent of the extremists, silk tights and all, in speaking to an ordinarily dressed woman, says: "See how deeply I can sigh. You can't be half so woebegone as I, because your dress isn't big enough around for healthy sighs to form." The "maiden all forlorn," an ideal which the story-tellers love to picture, must henceforth wear silk tights instead of skirts, must have the weight of her skirts hang directly from the waist, and adopt all the other newfangled notions. For, just think how much deeper, long-drawn and love-compelling her sighs thus appeared! The day of the heroine in skirts is passed.

Admission Day.

It is just one year since the Grand Opera cigars made their first appearance in this market, and testimonials from over 500 dealers speak louder of their merits than any words at the command of the manufacturer. •

READ AND LAID ASIDE.

All Those Long Papers of the Bankers.

A PLEASURE TRIP TO-DAY.

The Annual Convention Adjourns to Meet Again Next Year in the World's Fair City.

Nothing now remains for the visiting bankers to do but to enjoy themselves before leaving for their respective homes.

Their work ended at the last session yesterday afternoon in the California Theater, and at the conclusion of the convention a number of the delegates accepted an invitation from Irving M. Scott to visit the Union Iron Works.

The members of the American Banking Association are well satisfied with the result of their visit to San Francisco.

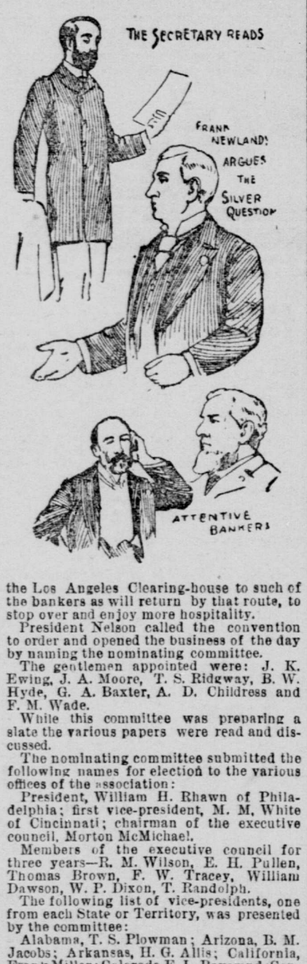
Much has been accomplished in the interest of their business.

Many new acquaintances have been formed, personal views advanced in lengthy papers on various topics, and no pains were spared by the local men of money to make the occasion as enjoyable as possible.

To-day the bankers take a pleasure excursion around the bay before saying farewell to the city.

The steamer Encinal has been chartered by the committee and will leave from the foot of Market street at 10 o'clock in the morning, returning at 4 P. M.

A cordial invitation has been sent from



the Los Angeles Clearing-house to such of the bankers as will return by that route, to stop over and enjoy more hospitality.

President Nelson called the convention to order and opened the business of the day by naming the nominating committee.

The gentlemen appointed were: J. K. Ewing, J. A. Moore, T. S. Ridgway, B. W. Hyde, G. A. Baxter, A. D. Childress and F. M. Wade.

While this committee was preparing a slate the various papers were read and discussed.

The nominating committee submitted the following names for election to the various offices of the association:

President, William H. Rhawn of Philadelphia; first vice-president, M. M. White of Cincinnati; chairman of the executive council, Morton McMichael.

Members of the executive council for three years—R. M. Wilson, E. H. Pullen, Thomas Brown, F. W. Tracey, William Dawson, W. P. Dixon, T. Randolph.

The following list of vice-presidents, one from each State or Territory, was presented by the committee:

Alabama, T. S. Plowman; Arizona, B. M. Jacobs; Arkansas, H. G. Allis; California, Frank Miller; Colorado, E. L. Rayomnd; Connecticut, Hon. A. W. Prentiss; Delaware, Edward Betts; District of Columbia, C. A. James; Florida, Daniel J. Ambler; Georgia, F. T. Hardwick; Idaho, Peter Sonna; Illinois, John C. Neeley; Indiana, V. T. Malott; Iowa, G. L. Joy; Kansas, J. W. Sponable; Kentucky, S. K. Sweet; Louisiana, R. M. Wormsley; Maine, E. G. Wyman; Maryland, D. H. Thomas; Massachusetts, E. C. Fitz; Michigan, F. W. Hays; Minnesota, H. G. Sidle; Mississippi, J. P. Roach; Missouri, G. W. Carroll; Montana, S. T. Hauser; Nebraska, A. N. Wyman; Nevada, D. A. Bender; New Hampshire, Lewis Downing; New Jersey, H. Lippencott; New Mexico, S. M. Folsom; New York, H. C. Brewster; North Carolina, W. E. Breese; North Dakota, M. B. Brewster; Ohio, F. W. Whittaker; Oklahoma, J. W. McNeal; Oregon, H. C. Stratton; Pennsylvania, Judge J. K. Ewing; Rhode Island, C. F. Sampson; South Carolina, Andrew Simonds; South Dakota, W. A. Mackay; Tennessee, B. R. Strong; Texas, Henry Exall; Utah, Frank Knox; Vermont, Charles W. Woodhouse; Virginia, A. L. Boulware; Washington, J. Furth; West Virginia, J. N. Vance; Wisconsin, Charles C. Schmidt; Wyoming, Andrew Gilchrist.

On motion of Chairman Childress of the nominating committee, this roster of vice-presidents will be arranged in three divisions, to serve respectively one, two and three years.

This was done to obviate the necessity of electing vice-presidents at each annual convention.

The names selected are all well known in the financial world, and the committee feel that the election of the foregoing list of gentlemen would be for the welfare of the association.

The following resolution offered by the State association was unanimously adopted:

Resolved, That this association most heartily commend to the American people the construction of the Nicaragua Canal under American Governmental control.

Under the head of roll-call by States a number of gentlemen responded with brief addresses on a variety of subjects, banking included. Mr. Brockway of Brownsville, Tenn., surprised and gratified the Californians present by announcing himself a pioneer of the days of '49.

He is a fine-appearing old gentleman, who stated that he passed a few days in this city in 1849, and that he enjoyed the honor of having built the first brick house in Sacramento.

Mr. Brockway was much astonished at the wonderful changes that had taken place since his first visit and predicted a grand future for the Golden State.

Lovell White spoke briefly on behalf of the fraternity of the State, and expressed gratification at being able to entertain the distinguished visitors.

Mr. Wheeler of Seattle responded to the call for Washington and presented a scheme for reorganizing the American Association.

In his opinion the banking interests of the country were not fully represented by the present body.

Walter J. Thompson of Tacoma indorsed Mr. Wheeler's remarks.

The proposed reorganization did not meet with general favor.

Several old members pointed with pride to the work already accomplished, and while they welcomed the Washington men as bankers and brothers they should not attempt too much in the way of running the organization.

The first paper presented was one by J. W. Treadwell, editor of the California Bankers' Magazine, suggesting remedies for numerous existing evils in the money situation.

Mr. Treadwell was allowed to open up by consent, but there was a disposition to choke the gentleman off before he had proceeded far, but he hung on until he finished what he had to say.

Then the association retaliated by deciding not to publish the paper in the report of the proceedings.

Michael D. Harter of Mansfield, Ohio, was billed to deliver a paper on "The repeal of the 10 per cent Federal tax on State bank circulation," but he was unavoidably detained. In his absence G. A. Van Allen of Albany, N. Y., presented the views of Mr. Harter in a paper of over one hour's duration.

When Mr. Van Allen pulled his paper and advanced to the front of the platform there was a general exodus toward the rear exits.

President Nelson was equal to the emergency.

He called the fleeing bankers back.

They settled in their places with wearied expression, listened to a few paragraphs and then effected their escape in a less demonstrative manner, gliding out quietly, one at a time.

One point of the address was answered by Frank Miller of Sacramento. He opposed the repeal of the tax on State issues.

He asserted the world-wide effort to dis-place silver, and quoted the intent of this country to maintain the bimetallic standard by means of an international conference; also he said this nation and others need the issue of Governmental paper money to accomplish the carrying of silver. State bank issues, although not legal tender, would compete with and displace silver notes. The Government would then have to discard silver. National bank circulation should be retired to make room for silver notes, but the system of national banks should be retained.

The constitution of the State of California says: "No one shall issue or put into circulation as money anything but the lawful money of the United States."

Dr. R. M. Widney of Los Angeles then gave his views on what constituted money, holding that Mr. Harter's theory was fallacious.

He was loudly applauded at the conclusion of his remarks.

F. G. Newlands followed with a few remarks on silver.

He was in favor of giving silver equal privileges with gold in the mints of the country.

He declared that the time would come when it would be impossible to get gold enough to meet the demands of the country.

The various uses to which gold is being put would soon exhaust the supply.

The convention then adjourned to meet next year in Chicago.

THE OLD AND NEW YACHTS.

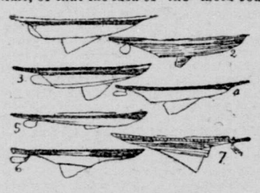
Centerboards and Deep Keels Fairly Compared.

Some Curious Possibilities of the Centerboard Idea—Anomalous and Fantastic Models Which Worked Well.

"I was interested in reading THE CALL'S article in to-day's issue on the proposed race between the Aggie, Jessie and Lurline," said a veteran yachtsman yesterday. "I can remember the time when the America went to England nearly forty years ago and beat all the English yachts. That's a pretty long while since, isn't it?"

The old-timer was permitted to continue his lucubrations, or "lubrications," as Mrs. Partington would have phrased it. He was full of reminiscences.

"Look here," he said, exhibiting a model of the America side by side with a modern racing yacht. "In forty years we have had a whirlwind of new ideas, but nothing that has lasted. I have seen the America, the Arrow, the Alarm, the Cambria, the Sappho—all fliers in their day. I suppose it is heresy, but I cannot help thinking the old America and the Alarm were the fastest sailing yachts that ever skimmed the seas. There was a peculiarity about these boats. In both cases the designers boldly departed from all received notions, and in both cases succeeded. The America her with short foremast, her foretopmast and tremendous mainmast and mainsail, with her deep draught aft and light draught forward, was as much a surprise as the Alarm, the English yacht that never was beaten in a breeze worth calling a breeze. The Alarm's masts had a greater rake than any vessel of her class. Her lines were a secret. The same men that designed her designed the sloop Arrow, a 100-tonner, that raced away from everything of her class. I have been informed on good evidence that when these vessels were completed the plans were destroyed, and that they were even docked in secret from time to time, so that the idea of the mold could



How Modern Yachts Approach the Form of Fish.

never be stolen. It never was. Yet neither of these yachts resembled the old America in any particular, while all three were rare flyers."

"The modern racing schooner yacht comes nearer the America than anything else. Nature gave us a model in the duck. The more closely builders follow that the better they succeed.

"As for the centerboard yacht, it has paramount advantages in estuarine sailing. It can go up into such shallow waters as Tiburon, which a deep keel cannot approach. It is especially a river boat. But for ocean sailing, or even for bay sailing, under all conditions, I don't see how you can get away from the old style deep keel and good draught aft."

Talking about centerboards, here are seven different new ideas of the correct thing in that line. To a yachtsman they speak for themselves. All may be right and all may be wrong. As the showman said, "You pays your money and you takes your choice."

ONLY BLUFFING, PERHAPS.

The Canadian Pacific Itching for a Rate War.

Trickery Over Differentials Prompted Withdrawal From the Transcontinental Association.

In certain quarters the withdrawal of the Canadian Pacific Railway Company from the Transcontinental Association is considered only a bluff.

"We have given the regulation ninety days' notice of the withdrawal both of our freight and passenger departments," said M. M. Stern, the district freight and passenger agent in this city.

"What will be the effect?

"The effect will be that the traveling public and shippers will receive from our withdrawal the benefit of lower rates than are current. It is significant that such will be the case.

"The Great Northern has given similar notice, but that is no concern of ours. We are in to protect our shippers and to fly on our wings."

It is obvious that the Great Northern cannot continue in the fight on equal terms with its competitors in the north, because its line from Spokane to the seaboard is not completed and in operation. It can hardly become a factor in this controversy until it is able independently to move its freight to and from this coast.

There is much in this new entanglement that has not yet come to the surface, and will not for a while.

The reason given by the Canadian Pacific for its withdrawal appears to be that it has been compelled to submit to the Southern Pacific and generally tricked by it in the Transcontinental Association.

Commissions, rebates, special bargains and all the other persuasive conditions given by freight traffickers to favored shippers have served to lessen the value of the differentials allowed it to keep out of open competition with the other transcontinental lines.

While it has kept its agreements with the other lines, the suspension of the notice to put into effect to-morrow the proportional rates of the Southern Pacific on import traffic is accepted as an indication of a desire to go before the association on January 1 in the most favorable light possible and represent that it was forced to undertake a defensive move.

The Canadian Pacific maintains a watchful eye on California business, and it can, perhaps, afford to assume its present independent position, for it is able to move its freights by sea between the two coasts as well as the Southern Pacific via New Orleans, and thus becomes its formidable rival.

This movement, which to merchants may mean future relief from the tribute on foreign imports, payable to the Southern Pacific and other lines of the Transcontinental, promises to lead up to a pretty fight. It may result in import goods being brought here via Cape Horn, saving the exorbitant charges of railway lines.

Exonerated the Gripman.

An inquest was held yesterday in the case of John P. Haskell, the young stevedore who died from injuries received on the 2d inst. by being struck by a Howard-street cable-car. The Coroner's jury found that death was accidental, and exonerated Gripman Arthur Cornelius from blame.

Admission Day.

Who will dispute the fact that Grand Opera Key West Havana cigars are the finest of all the advertised brands in the market? •

OFF FOR SANTA ROSA.

The Native Sons to Celebrate Admission Day.

A GRAND STREET PARADE.

Literary Exercises and a Ball To-Day at Sonoma's County Seat—A Big Barbecue Arranged for Saturday.

There will be no homogeneous concerted plan of celebration on the part of the Native Sons this year in commemorating the State's birthday.

The natal day will be celebrated in different localities by the various parlors under their own auspices, the Grand Lodge having taken no steps to make the event the occasion of one grand celebration.

Many of the interior parlors have united and will observe the day in great style at Visalia.

Stanford Parlor of this city will picnic at Cazadero Springs.

The biggest celebration will be held at Santa Rosa to-day, Saturday and Sunday. Fifteen parlors of this city and many others from surrounding counties have united and will celebrate at the county seat of Sonoma County.

Great preparations have been made for the event, both in Santa Rosa and this city. Over 5000 people are expected to attend from San Francisco. That number of tickets have been issued and all have been disposed of, according to the report of the ticket committee.

The citizens of Santa Rosa have contributed liberally toward the celebration, and are prepared to treat their visitors in a royal fashion.

Grand Marshal Edwin L. Foster, president of Pacific Parlor, has had charge of all the arrangements at this end. He has been devoting all his time toward making a success of the celebration, and yesterday had all things in shape for the event. Mr. Foster is one of the brightest members of the younger bar of San Francisco and is associated with Fisher Ames. He is one of the most popular of Native Sons.

The celebrating parlors left this city for the scene of the festivities at 9 o'clock last evening on the steamer Tiburon. The departure was made the occasion of a grand parade, the following parlors turning out in the procession: California No. 1, Pacific No. 10, Mission No. 38, Golden Gate No. 42, Alameda No. 47, San Francisco No. 49, Alcalde No. 154, El Dorado No. 52, Rincon Parlor No. 72, Bay City No. 104, Niantic No. 105, Columbia No. 121, Alcatraz No. 175, South San Francisco No. 157 and Washington No. 169.

The parade formed on the junction of Golden Gate avenue and Market streets, and proceeded down Market to Kearny, to Bush, to Montgomery, to Market, to the ferries. The procession was preceded by a posse of police, all Native Sons, under the command of Sergeant Whitman. Then came Grand Marshal Foster, Chief of Staff John A. Steinbach, Chief Aids H. G. W. Dinkelspiel and John R. Kropp and the following aids: Robert Cameron, A. E. Holmes, R. Trauntner, F. W. Bert, L. J. Lalande, E. L. Foster, W. J. Winn, George D. Cameron, J. C. Campbell, Henry Schaertzer, J. C. Miller, J. W. Hawkins, F. W. Smith, James Coakley and Edgar Foster.

Six companies of militia turned out, consisting of the companies of the First, Second and Third regiments of the National Guard. The militia did not go to Santa Rosa, nor did the police, who simply paraded to the ferries, where the procession disbanded.

A brass band followed, escorting the Veteran Firemen, who turned out 200 strong in parade costume, dragging their well-known engine which they took to Santa Rosa. They will be the guests of the Veteran Firemen of that place.

The first division was under the command of S. Joseph Theisen, assisted by his aids, S. V. Costello and G. C. Alferitz.

Marshal Faure commanded the second division, assisted by F. R. Neville and D. L. Fitzgerald.

About 1500 Native Sons turned out in the parade, which was witnessed by thousands of people along the streets. It is calculated that about 1000 more will go up on the special steamer which leaves at 9 o'clock this morning.

The Native Sons will arrive at Santa Rosa at midnight, where they will have a night parade. To-day there will be another parade at 11 o'clock in the morning. In the afternoon there will be literary exercises and the evening will be brought to a close with a grand ball.

To-morrow there will be a barbecue at Kronke's Park, and Sunday the visiting Native Sons will be driven about the country by the citizens of Santa Rosa, when the celebration will come to an end.

The California Camera Club will celebrate Admission day by an outing on the bay. The club has accepted the invitation of the Oakland Canoe Club to witness their "Holiday Cup" race, and the members will take pictures while the race is in progress.

SANTA ROSA, Sept. 8.—At 12 o'clock tonight 1000 visiting Sons of the Golden West arrived here, representing the parlors of the order from San Francisco.

They were met by the Santa Rosa parlors with bands of music and marched through the principal streets, making an imposing parade. There was a grand display of fireworks during the march. The procession was disbanded in front of headquarters, when the room committee escorted the visitors to their rooms for the night.

To-morrow morning 2000 more Native Sons are expected to arrive. At 11 o'clock the grand parade will take place and in the afternoon the literary exercises. In the evening receptions will be given at the various headquarters.

JUPITER OCCULTED.

A Phenomenon Which Occurred Before Sunrise To-Day.

An occultation of the planet Jupiter by the moon occurred this morning, and the beautiful astronomical phenomenon should have been plainly visible to the naked eye.

The times and phases were computed by Professor George Davidson for the geographical position of his observatory on Clay-street Hill.

All the moons of Jupiter were visible and occulted, of course, a superior opera-glass showing these satellites before the planet approached Luna too near.

The occultation of Jupiter occurred 3 hours and 10 minutes after crossing the meridian in the early morning, with the moon three days past in the full, and well up in the northern sky on account of its northern declination.

The diameter of the moon was 33 minutes of arc and that of the planet 46 seconds, or twice the diameter of Mars occulted on Saturday.

The prediction of the first contact of the center of the planet with the moon's limb was for 5h 34m 54s A. M. Pacific standard time, or about 12 minutes before sunrise. The preceding limb touched the moon's about 80 seconds earlier and the following limb appeared about as many seconds later.

At the reappearance of Jupiter from behind the moon, the contact of the planet's center with the limb of the moon was reckoned for 6h 39m 46s, with a difference of 80 seconds earlier and later of the preceding and following limbs respectively.

According to the reckoning of the point of contact the planet was immersed a little to the left of the moon's vortex and emerged a trifle in the same direction of the lowest point.

The moon will be in conjunction on the 16th with the third bright planet, Venus, now remarkably bright in the early morning sky and having apparently a diameter greater than Jupiter.

DAMAGES AWARDED.

Findings in the Portland-California Libels for Collision.

Judge Morrow yesterday confirmed the findings of United States Commissioner Hoffman in the cases of the bark Portland and steamship State of California. These vessels collided off the heads in 1886.

The owners of the bark in July of that year filed a libel on the steamer, claiming $11,095 damages. In September the owners of the steamer filed a libel on the bark, claiming $8880 damages. The late Judge Ogden Hoffman dismissed the first libel, and his action was sustained on an appeal to the Circuit Court.

The case was then taken up in the Circuit Court of Appeals and again the libel was dismissed. The second libel was referred to Commissioner Hoffman to take testimony and assess the damages. He finds that the steamer State of California suffered damages to the extent of $11,896 05 and the bark Portland to the extent of about $8000.

As he also found that there was contributory negligence on each side, the owners of the Portland, Messrs. Simpson & Co., will only have to pay Goodall, Perkins & Co. the sum of $1938, which is half of the sum of the difference between the two awards.

The Yacht Race.

An attempt was made last evening to sell some pools on the result of the yacht race which will take place to-day between the Aggie, Lurline and Jessie, but buyers were very scarce. Some private wagers were made that the Aggie will win. In all probability the purse-strings of the owners of the craft will be cut loose to-day and heavy wagers will be laid. White will sail the Aggie, Swanson will pilot the Lurline and Turner will steer the Jessie.

PACIFIC KENNEL CLUB.

The Date Fixed for the Next Bench Show in This City.

The Pacific Kennel Club met last evening. Seven new members were elected and seven applications for membership were received.

Mr. Huber received a telegram from the secretary of the American Kennel Club stating that the applications for dates made by the California and Pacific Kennel clubs for the holding of a bench show in this city under the auspices of the American Kennel Club was given in favor of the Pacifics. The dates applied for were May 3, 4, 5 and 6 of next year.

The members of the Pacific Club are very jubilant over the news, and they propose giving a grand exhibition when the time comes.

DONE DURING A DELIRIUM!

Mrs. F. Grunewald Fatally Stabs Herself.

While Under Treatment in the German Hospital She Inflicts Injuries With a Knife That Cause Her Death.

Poor Mrs. Fredericka Grunewald!

Sad, indeed, was her death at the German Hospital early yesterday morning.

After a peaceful life of sixty years she died from the result of injuries inflicted while delirious.

Several months ago John J. Grunewald and his aged wife left their quiet little home in Sutter County and journeyed to Bartlett Springs. It was thought that a sojourn at the resort would improve Mrs. Grunewald's failing health. She had not been there very long, however, before she sustained a serious rupture.

Mrs. Grunewald.

Her husband then brought her to this city for treatment. Two weeks ago last Tuesday she was taken to the German Hospital suffering terribly from the injury.

Medical attendance failed to alleviate her agony. While left alone in a ward last Saturday she opened a pocketknife and plunged the blade in her abdomen near the seat of the rupture. It is supposed that she was delirious at the time, having become crazed by the terrible suffering.

How did she procure the knife?

That is a question the attaches could not satisfactorily explain. It is said, however, that the attendants were wrong in leaving the aged patient alone while she was delirious.

Blood poisoning set in and the patient sank gradually. She was found dead in bed at 3 o'clock yesterday morning.

"What was the cause of death?" asked Deputy McNamara.

The answer that came over the wire was not a satisfactory one.

The deputy went to the hospital and he complains of the treatment he received when he went to investigate the case. He was, so he says, kept waiting an hour before the attaches would answer any questions or turn over the body.

Finally the remains were surrendered and taken to the Morgue. An autopsy showed that death was caused by traumatic peritonitis, due to the self-inflicted wound.

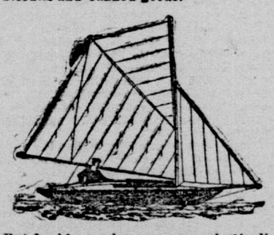
During the afternoon an inquest was held. The Coroner's jury found that Mrs. Grunewald, aged 60, and a native of Germany, inflicted the fatal knife wound with suicidal intent while delirious. The remains were shipped to the former home of the deceased at Pleasantville, Sutter County, for interment.

A RIVAL TO COLUMBUS.

Crossing the Atlantic in a Cockle Shell.

Captain William A. Andrews, the daring sailor who has twice crossed the Atlantic in a small boat, and who, in attempting to make a third trans-Atlantic voyage alone in a little sail-boat, fought a sixty-two days' battle against adverse winds and stormy seas, has now undertaken a trip which is even more foolhardy than his previous ones and which ranks with the disastrous attempts which have been made to swim through the whirlpools of Niagara or plunge over the falls in a barrel.

On July 20 he started on a voyage from New York to Palos, Spain, having announced his determination to stick to the water till he reaches the starting point of Columbus. If he is successful Captain Andrews and his boat will be one of the curiosities exhibited at the World's Fair among the exhibits of the manufacturers of Sapolio, after whose production his boat has been named. The Sapolio is a fourteen-foot boat of Captain Andrews' own construction made of canvas and half-inch cedar. By means of three canvas hinges running the full length of the craft it can be folded when not in use. The builder and navigator of this "cockle shell" when hailed in midocean by the captain of an ocean steamer remarked that he found the Sapolio a "scrubber, but very leaky." But evidently the leaks do not alarm the lonely occupant of the Sapolio, for offers of assistance meet with the response that he is all right and making better time than he had calculated to make. His unvaried diet is biscuits and canned goods.



But for his previous successes in the line of navigation, what Captain Andrews attempts would be regarded as almost impossible to accomplish, and an undertaking sure to lead to his death. But he has twice made the trip from New York to Land's End, England, in boats but little better than the Sapolio, and his friends expect to hear any day of his arrival at Palos. He is writing an accurate account of the voyage day by day, and throws over a bottle daily containing a record of the day's events and the location of the boat at the time the memoranda were written. If the undertaking is brought to a successful end there are many who will hold the opinion that though not as important practically, the feat of this modern adventurer is as daring as that which has made immortal the name of the great Spanish-Italian navigator, who spent seventy-one days in making nearly the same trip with three of the finest vessels then procurable and 150 men. Certainly it is a daring undertaking, and the bold captain and his boat and log will be quite an interesting feature of the Sapolio Company's exhibit in Chicago. When the question of danger is brought up Captain Andrews says that "half the people who are drowned lose their lives because they do not realize that a boat cannot sink." Whatever happens, he argues, his little boat can only be capsized, and as long as he can "stay with it" he thinks he will be safe. All admirers of courage will wish this American "Columbus" a successful journey, and the news of his safe arrival at Palos will be welcome tidings to the thousands who witnessed his departure and thousands more who have read of it and of his other adventures.

NO COIN TO THROW AWAY

The State Democracy Reduced to Straits.

A DEARTH OF HARD CASH.

The Pavilion Vanishes in a Dream and the Metropolitan Temple Remains as the Ashes of Past Triumphs.

While some Democrats may conscientiously swallow the camel free trade they choke at the gnat "free" enthusiasm and free work.

At present there is a great shaking going on in the great party of preverted Jeffersonian principles, and the cause of it all is due to a low cashbox.

There may be a few smooth quarters in it or probably a punched "half" remains as a "sinker" to tell of the liberality of some prominent Democrat.

This pessimistic looking cashbox and contents has caused the great lull of enthusiasm that is apparent in Democratic ranks.

The State Central Committee started out to carry the State by storm. But only a faint zephyr blew in a few contributions to pay the storming party, and Max Popper looked dubious.

The idea of hiring the Mechanics' Pavilion as a tabernacle for the Democracy was dropped as suddenly as a poor relation.

"Why, man alive," quoth Max Popper, "who said we wanted the Pavilion? I wouldn't give 10 cents for the building. You can't hear any talk in it."

"We have hired the Metropolitan Temple, though," sighs Mr. Popper, "and it's the best place in town for the purpose, and we have paid our rent in advance, too," he said, with a considerable show of happiness at the thought that one prospective bill was killed in its flight. Thus has one hope of the State Democracy taken wings and alighted on the Fifth-street tabernacle.

"We pay our bills as they fall due," ventured the chairman of the State Central Committee, and he gave a sigh, as though his financial ability was sometimes severely tested.

After proudly stating that the committee was sending out speakers to enlighten the "darkest interior" as to the glories of free trade, Mr. Popper again became gloomy.

"There are a lot of weekly newspapers in this city who sought our aid, but we have been unable to throw money away this year as on former occasions," said the high chief of the Democracy. So the campaign of education which was to enlighten the State has fallen off its three-legged stool.

The "Spanish, German, French and Italian papers" referred to by Mr. Popper, who were to expatiate on the virtues of "free trade," find they cannot do it when they have to do their "whistling free."

What scores of ambitious authors with valuable manuscripts have toiled up those stairs at the Grand Hotel with their literary burdens, only to find that the "committee has no money to throw away." They sadly wend their way downstairs again and think of the days that have passed.

The Democratic State Central Committee does not encourge local industry. It gets all its supplies from the national headquarters.

Mr. Popper states "that the people cannot be instructed in forty-five days," so he has virtually abandoned the literary branch of politics.

Aspiring orators, too, who have not an income of their own to depend upon need not expect to be thrust into prominence through the Democracy's aid.

Only the old warhorses who can afford to indulge in the expensive luxury of "speech-making" at their own cost stand any "show."

"Oh, it's sad, I tell you," said an old-time Democrat, as he stood in the hallway of the Grand Hotel gazing ruefully toward the door leading to the State committee's rooms; "this is sending the chill to the hearts of all true Democrats."

Max Popper, however, bears a cheerful front, though his hair looks as if his fingers were frequently run through it, and his mustache is pulled out in lengths, giving signs that he frequently has moments of severe mental anguish.

NOTES FROM OVER THE BAY.

The Bequests Made by the Late Dr. Agard.

Opening a New Highway—The Oakland Channel to Be Dredged Near the Bridge.

Smallpox Quarantined.

The will of the late Dr. A. H. Agard was filed yesterday for probate. His daughter, Martha A. Du Val, her husband, W. M. Du Val, and D. M. Kent are named as executors. To them he leaves his medical library to be disposed of, stipulating that if it is not sold for a reasonable price it be given to some poor but worthy student of the medical profession, preferably a member of his family if such there be. A half interest in his premises on Alice street is deeded to his daughter, Mrs. H. J. Epler, while the furniture and horse and buggy are to go to Mrs. Du Val. He makes other bequests as follows: Mrs. Epler, $5000; Kate Agard, widow of his brother in Iowa, $1000; her sons, $1000 each; F. S. Palmer, his brother-in-law in Nebraska, $500; Ellen H. Moore and Mrs. M. A. Ford, for kindness shown, $500 each. The residue, if any, is to be divided equally between the Oakland General Hospital and Y. M. C. A. Ten dollars is bequeathed to the wife of his son Lawrence, the will explaining that the son has already received his share.

W. A. Knowles, to whom belongs the credit of starting the movement to open a new highway from Broadway to Contra Costa County, stated last evening that the plan has met with so much favor that the right of way has been freely secured and tendered to the county. Nearly $14,000 has been raised by private subscription to push the enterprise. It will require about $6000 more, and the Board of Supervisors has been asked to contribute $3000 of this, the money to be paid after the work is completed. All the members look favorably upon the proposition. The road is over the route of the old Kennedy tunnel road, begun ten years ago and abandoned. It is intended to have it completed within sixty days.

The canal dredger will soon be put to work west of the Webster-street bridge, where the channel is to be dredged so as to be 200 feet wide and 20 feet deep at low tide. Work on the San Leandro end of the canal is nearly finished. The dredging on the east end is completed to within fifty feet of the High-street bridge and much marsh land has been filled in.

The Monahan family, consisting of nine members, is quarantined at 814 Center street for smallpox. The disease in a mild form broke out on a daughter and was reported to Health Officer Dunn yesterday. She caught it while visiting in the East and is the only member of the family yet afflicted.

Stephen M. Purington, one of the executors of the Merritt estate, is too ill to have a citation served to appear in court on the 27th inst. in relation to James Merritt's contest.

The Municipal League has filed a protest with the City Council against the appropriation of $100,000 for the boulevard. They hold that it would create a burdensome tax, that necessities are needed before the luxury of a boulevard is suffered, and that the people have already expressed themselves against it at an election.

A copy of the will of the late F. D. Arf of Mount Eden was filed yesterday for probate. Accompanying it are charges that the original will was destroyed while Arf was lying unconscious shortly before his death. The manner of this, according to the charges, was that R. B. Tappan, an attorney, told Mrs. Hener that the will was inimical to her interests and that she gave it to Mrs. Christina Spreckles, who burned it. The object of the attorney, says the petitioners, was to defraud the devisees. The will, according to the copy, left property worth $15,000, almost equally divided between Mrs. Thompson and Mrs. Hener, daughters.

There is a boy about 10 years old at