DRY GOODS.

STOCK-TAKING REDUCTION SALE!

IMPORTANT INDUCEMENTS

—IN—

HOUSEKEEPING GOODS!

Ladies who appreciate genuine bargains should make it a point to attend the great stock-taking reduction sale that we begin this week, particularly if they require housefurnishing goods of any description, for supplies can be replenished at a great saving by taking advantage of the clearing-out prices now ruling.

STRIKING AND SEASONABLE VALUES!

Reduced to 8⅓c a Yard.
FINE GRADE ARMURE AND SERGE SUITINGS, heavy printed fabrics, new colors, that were 12½c.

Reduced to 15c a Yard.
STYLISH NOVELTY SATEENS, new changeable effects, dark colors, that were 25c.

Reduced to 12½c a Yard.
50,000 yards FINE SCOTCH GINGHAMS, last season's styles, best fabrics, that were 20c and 25c.

Reduced to 10c a Yard.
125 pieces 32-INCH PERCALES, heavy cloth, figures and stripes, that were 12½c and 15c.

Reduced to $3.90 Each.
FULL SIZE DOWN COMFORTERS, covered with neat French sateen, that were $5.

Reduced to $4.90 a Pair.
FINE WHITE WOOL BLANKETS, 72 inches wide, pure California wool, that were $6 50.

Reduced to $1.65 Each.
2 cases FULL SIZE MARSEILLES BEDSPREADS, good figures, that were $2.

Reduced to $2.50 a Pair.
GOOD GRADE STYLISH NOTTINGHAM CURTAINS, full width and length, that were $3 50.

Reduced to $4.50 a Pair.
150 pairs HEAVY CHENILLE PORTIERES, deep double dados and fringes, that were $5 75.

Reduced to 7½c a Yard.
2 cases FAIR QUALITY WHITE SHAKER FLANNEL, that was 12½c.

Reduced to 10c a Yard.
100 pieces TOWELING, 18 inches wide, twilled Irish linen, fully bleached, that was 12½c.

Reduced to 45c a Yard.
GENUINE FRENCH WRAPPER FLANNEL, 28 inches wide, fine closely woven twill cloth, that was 75c.

Reduced to $1.25 a Dozen.
100 dozen 8-4 DAMASK NAPKINS, Irish linen, that were $1 50.

Reduced to 25c Each.
150 dozen DAMASK TOWELS, handsome borders, knotted fringes, very elegant fabrics, that were 35c and 40c.

Reduced to Half Price.
Our entire stock of LADIES' COLORED WINTER SKIRTS, in alpaca, cloth, Farmer's satin, etc., reduced to about half price.

EXTRA! EXTRA!

About 5000 pairs HIGH-GRADE IRISH POINT and SWISS TAMBOUR CURTAINS, to be offered this month at prices that will astonish close intelligent buyers.

THE PESTHOUSE.

Adolph Sutro Objects to Its Location on the Almshouse Tract.

Adolph Sutro objects to the location of the Pesthouse on the Almshouse tract, and his objections are set forth in a protest which he filed yesterday with the Supervisors. They are as follows:

First—His Honor the Mayor has recommended this tract, it is supposed, for the reason that the city already owns the land, and that it would be economy to utilize a part of the same for a Pesthouse.

Second—As far as economy is concerned—that is, the saving of the purchase price to the city of a Pesthouse site—it will prove a most expensive economy, as the land for a wide range around this Pesthouse will depreciate so much in value that the loss in taxable property will probably each year equal the price of a suitable plat of land which on the bay-shore, well toward the county line, might be bought at $4000 or $5000, or even less, for a whole block.

Third—If the city is too poor to purchase such a site several gentlemen, including the undersigned, are willing to club together to purchase one and present the same to the city, rather than have the Pesthouse located in the place designated.

Fourth—The westerly winds prevailing here for more than ten months in the year would scatter the germs of contagious diseases over the densely populated Mission district.

Fifth—In a civilized country the taking care of the old and decrepit is a sacred duty; to place a Pesthouse in its immediate neighborhood for economy's sake is ungenerous and unfeeling, and such an act will go the rounds of the press of the United States and bring down on San Francisco the odium and the censure of all right-minded people.

Sixth—The locality is one full of springs of water, which, in the case of cholera especially, would carry its germs down the steep hills to Laguna Honda, the reservoir from which the citizens of San Francisco are largely supplied with drinking water. The concrete walls forming the sides of this reservoir are much cracked, and some of the cholera, yellow fever, smallpox, leper and other germs will surely find their way into this water and poison our men, women and children wholesale.

Seventh—That germs are carried by water into reservoirs, even by percolation, is a well-established fact, and it is not over a week ago that the trans-Atlantic cable brought the news, published in all our papers, that the German Government had interdicted the drinking of the water of the river Saale, as it had been found that many who had drunk of it were stricken down with cholera.

Eighth—The proposed Pesthouse site is located less than 300 yards from the Spring Valley reservoir, down a steep hill. It is not only the matter brought down by water, but germs may also be brought attached by the feet of birds, who go to drink in the reservoir.

Ninth—That germs multiply rapidly has been abundantly proven; that but a few brought into a body of water will produce myriads in a few days is also fully demonstrated.

Tenth—The Park Commissioners are now proposing to introduce into Golden Gate Park the water from some wells situated not many hundred feet from the proposed Pesthouse site. This water will be largely used for sprinkling lawns, and inhaled by passing visitors.

Eleventh—The proposed Pesthouse site is located at a high altitude, adjoining a beautiful plateau, 700 feet above the sea level, which before long will be considered the best part of San Francisco; the higher levels are often sought after on account of the drier and healthier atmosphere, and with our cable-roads will be made readily accessible.

Twelfth—Many years ago a Pesthouse was located on the same tract; it was condemned as objectionable in that locality and removed.

Thirteenth—There has been a plan on foot and discussed in sales, as the thoughts of the parties mostly interested in the land, to lay out a grand promenading and driving boulevard, commencing at Golden Gate Park and running southwardly along Seventh avenue, way into San Mateo County, having a width of 120 feet or more, to be planted with trees on both sides, giving shelter from the westerly winds. The new Pesthouse would be located close to that line and surely prevent its construction.

Fourteenth—The undersigned has set apart and had surveyed a beautiful piece of land in this neighborhood which he intends to present to our School Department for the perpetual use of the school-children as a place for picnics, exercises, gymnastics and general amusements. A pesthouse would form an interesting auxiliary to the same.

Fifteenth—The only places where a pesthouse should be located are on an island in the bay (and Shag Rock will yet prove best adapted for the purpose) or a promontory on the bay shore where germs would be blown into the salt water and destroyed.

Sixteenth—As an additional paragraph, and one which by itself disposes of the whole question, is the fact that there is no sewer outlet to that district.

The Almshouse sewage is discharged on the sand lots west of Eighth avenue, where it is spread out over the sands. Contagious disease excrements thus exposed to the winds would spread disease germs over the park and the city.

The average flow of the four great water-power rivers which have their source in the White Mountains, the Connecticut, the Merrimac and Androscoggin and the Saco, has been greatly reduced by the cutting off of timber, and this forest preservation is a matter of immediate importance to great manufacturing interests as well as of importance to hotel-keepers and others who have a financial interest in the preservation of scenery.

LOOKING FOR A CROSSING.

Something That Cannot Be Found on a Prominent Thoroughfare.

"What are you looking for?" asked Officer Shear of a man who yesterday forenoon was apparently intent on searching for something on what would be the westerly line of Fourth street if that thoroughfare extended across Market street.

The party addressed turned to the officer, whose duty it is to take ladies across and to see that they are not crushed by vehicles or streetcars that pass and repass on Market street, but did not reply. He cast his eyes toward the muddy street and then commenced to scrape away some of the mud.

"Have you lost anything?" asked the officer, addressing him again, at the same time tapping him on the shoulder.

"No, sir," was the answer; "I haven't lost anything, but I'm trying to find the crossing—"

"If that's what you're looking for," said the officer, as he cast a sort of I-know-what-I'm-talking-about look at the searcher, "you'll never find it, for it's not there."

It is a fact that there is no walk for people who wish to go across Market street from the west side of Fourth, and they at this time have to either go through mud and take chances of slipping on uneven cobbles into chuckholes full of water or cross to the east side of Fourth street and then cross over.

"This is a pretty rough crossing," said the officer to a reporter for THE CALL who happened along as he was conversing with the man who was looking for that which he could not find. "Still I have to go from one side of the street to the other about 1500 times a day."

"Why do not the storekeepers ask for a decent crossing?"

"Ask," repeated the officer, "why, haven't they been asking? Of course they have. The three Boards of Supervisors preceding this one have promised to attend to the matter, but they haven't."

A bystander suggested that if the Superintendent of Streets could be induced to walk over the rough, unevenly set cobbles as often as the officer has to do so in a day it would not take him long to come to the conclusion that there is need for a granite crosswalk at that point.

A BULLET IN THE HEAD.

The Body of an Unknown Man Found Aboard the Bay City.

When the ferry steamer Bay City left her slip on this side at 12:25 o'clock yesterday morning, for the last trip across the bay for the night, the boat was empty so far as passengers were concerned. On the way over the watchman made his customary rounds, and as he went along the port side of the vessel he saw a man lying on the seat just in front of the paddle-house. Supposing the man to be asleep the watchman went to him and shook him and then started back in horror, for as he shook the body the head rolled over into the dim light reflected from the cabin lamps and he saw that the man was dead. There was a bullet-hole in his forehead, and the blood had streamed over his face and formed a pool on the seat on which the body lay. The captain was at once notified, and an examination of the body made. A pistol with one empty chamber lay on the deck beside the body, and from the position of the corpse it is supposed he sat on the taffrail and shot himself, expecting to fall into the bay, but instead fell back into the seat.

The body was removed from the boat to the wharf at the Oakland pier, but for some reason the Coroner of Alameda County was not notified, and so yesterday it was brought back to this city and sent to the Morgue. The deceased evidently purposed that no one should know him, as he had removed everything from his clothing that could in any way lead to his identification.

He is about 5 feet 8 inches tall, weighs 200 pounds, has light-gray hair, gray mustache and light brown eyes. He is dressed in a black diagonal sack suit, light overcoat, gaiters, white shirt with a turn-down collar and black bow-tie. In the bosom of his shirt were two pearl studs.

In one of his pockets was found a key with a brass tag attached on which was marked "Room 123." There was also a pair of spectacles and a memorandum-book found on him, the leaves of which are blank.

The republic of Texas once had a Secretary of the Navy who never saw a ship or even an ocean, gulf or bay.

DONCHERKNOW you never see a man "smile" without also taking a piece of White's Yucatan Gum.

FOR ANNEXATION.

The Board of Trade Favors It Strongly.

THE PRESIDENT SURPRISED.

He Attacks the Traffic Association and His Remarks Ordered to Be Stricken Out.

The annexation of Hawaii by the United States was discussed at the sixteenth annual meeting of the Board of Trade yesterday afternoon, and a resolution favoring that step was adopted unanimously, but not before one of the members, C. J. Dempster, recorded his strong protest against it.

There was a large attendance of members, and the president, J. P. Le Count, was in the chair.

The secretary read Mayor Ellert's letter of the 28th ult., asking the board to give an expression of opinion on the subject of annexation, and the president explained that he had not thought it desirable to call a special meeting in view of the fact that the annual meeting was so close at hand.

H. H. Sherwood then moved as follows:

"That it is the sense of this Board of Trade that any question of treaty between the United States and Hawaii should take the form of annexation."

C. J. Dempster said he had an amendment to propose, as follows:

Resolved, That the San Francisco Board of Trade (though deeply interested in the welfare of that region and believing that its commerce with our own country will increase to our mutual profit) considers the proposed annexation of the Hawaiian Islands an unwise innovation in the policy of the United States, which might not prove advantageous to the inhabitants of the Islands, and does not promise sufficient benefits to our own country to justify venturing such a precedent. It is believed that by reciprocal treaties with the Hawaiian kingdom, if arranged with that liberality which is becoming in a wealthy and powerful nation when negotiating with a younger or less extensive community, we can confer benefits equally valuable to its enterprising citizens and avoid subjecting ourselves to the temptations and demoralization so apt to accompany a policy of aggrandizement and territorial expansion.

Mr. Dempster read a long statement in support of his amendment. He asked what kind of material they wished to convert into a State of the Union. The natives numbered 34,436, the Chinese 15,311, the Japanese 12,360, the Portuguese 8602, these constituting more than seven-ninths of the total population.

It seemed to him clear that the request for annexation was more of a commercial than a political proposition. He presumed that every member of the board would be willing to advocate any just action in extending appropriate aid to the sixty-four sugar plantations on the islands. But they could not be unanimous in approving a political union with a distant country peopled by races of Polynesians, Portuguese, Chinese and others who have had no experience with republican institutions.

He advocated a reciprocity treaty, and believed the planters would prefer it. Such a treaty would not only entitle the United States to insist that she should be favored above other nations, but would receive cheerful sincerity in the observance of all its provisions.

"We have already," continued Mr. Dempster, "such an enormous sea coast to protect that after providing a navy large enough for that, it seems folly to construct another small navy to defend these islands. One or two vessels might suffice to protect a coal station, but an army also might be needed to maintain possession of eight islands scattered through leagues of ocean. It would be a weak spot and not an effective bulwark or an aid in time of conflict."

Ex-Senator A. P. Williams rose and spoke vigorously. "I would have regarded it," he said, "beyond the comprehension of any one present that any member of this board and a respected citizen of San Francisco should have read a paper of this sort. [Applause].

"If it had appeared in the Londen Times I would not have been disappointed, as I would have known the source from which it emanated. I believe at the same time that Mr. Dempster has read it in all honesty and truthfulness.

"This is not reversing the policy of our Government. What did we do when Texas asked us to receive it as a part of our territories? Be it said to our honor we answered, 'Yes, come.' The territory of Canada and all others are trending to the United States, and we will say to them also, 'Come.'

"Fifty years ago an English admiral represented that the nation that dominates these islands would also dominate the commerce of the Pacific Ocean.

"Between fifty and a hundred years ago, at the time of the missionaries, there were 400,000 natives, but now they are passing quickly from the face of the earth. For twenty-five years we have had a protectorate over that country, and if now, when in the madness of Queen Liliuokalani it was sought to restore absolutism by a new constitution, and in a peaceful revolution a Provisional Government is appointed and comes to us for protection, we should say nay, it would be the crime of the nineteenth century for us to do so.

"Let this opportunity pass and the islands get into the hands of England, who would control the commerce of the Pacific Ocean?

"I have the greatest pleasure in seconding Mr. Sherwood's motion, and hope it will pass unanimously."

There being no seconder to Mr. Dempster's amendment, the resolution was adopted unanimously amid applause.

Isidor Jacobs moved that the resolution be telegraphed to the President of the United States as the sense of the Board of Trade on the subject, which was carried.

Jules Cerf then moved that a communication be sent to Mayor Ellert informing him what had been done by the board concerning the annexation of Hawaii, which was also adopted.

The president read his annual address, in which he congratulated the board on the fact that the year just closed had been as prosperous as its predecessors. He paid a compliment to the retiring directors and the secretary.

He found in the fact that the savings banks in the city held over $100,000,000 deposited by the wage-workers generally and almost exclusively by people outside the commercial circles, a specific reason for the confidence in the continued prosperity of the metropolis of the Pacific Coast, and for the hopeful feeling that correctly pervaded all mercantile lines.

He also alluded to the progress in agriculture and fruit-raising, and hydraulic mining, the fortifications of San Francisco, the State waterways, harbor improvements and the coast lighthouse system were also touched upon.

On the question of transportation the report said:

As representative business men, we certainly must appreciate what the commercial community needs, and we do not deceive ourselves with the fancy that permanent benefits can be secured by any but business methods. However solicitous we may be for additional transportation facilities, we should have no sympathy with demagogues in politics or journalism, who endeavor to stir up strife between San Francisco and her carriers, whose welfare is interdependent and reciprocal. I cannot see why in order to improve transportation facilities we should resort to extraordinary or indirect means; means that would not approve in the commercial relations we sustain to one another. We certainly cannot accomplish our desires by hostility to men who, like ourselves, have their capital invested in our midst and whose talent and industry are devoted to enterprises, the benefits of which are shared by the community at large.

The laws of commerce are superior to any artificial or arbitrary restraints, and they prevail even as against statutory enactments not framed in accordance with natural business principles.

Let us by all means give every encouragement to the construction of competing railroads. Let us encourage every enterprise that tends to an increase of transportation facilities, but let us hold this fact always clearly in mind, that whether or not new railroads are constructed, or new means of transportation created, is altogether a business proposition.

The first steps we should take toward stimulating their construction is to assume a just attitude toward the transportation companies that are now serving us. Their interests and ours are interwoven and in many respects identical. A company such as the Southern Pacific, which operates over 3000 miles of railroad in this State, is bound in its own interest to afford us every practicable accommodation consistent with our business necessities. It cannot ignore any just claim we have on it if fairly presented. If this were not true we should have to assume that it disregards the interests it has in common with ourselves. There is no other overland railroad which can become so largely identified with the State and the city, in which its permanent investments are already very large and are growing from year to year. Is it not apparent besides that Eastern through lines coming into San Francisco would have their greatest interests in the Eastern States and be compelled thereby to discriminate against this city? Is it not manifest that the future of the Southern Pacific Company depends to a greater extent upon the future of San Francisco than upon any other factor? San Francisco relies and must hereafter rely for its prosperity not on overland roads, but on local carriers, whose interests are bound up in those of the city and State.

I do no claim that our transportation companies have been in the past or are now so farseeing as to recognize and realize to the fullest extent the identity of interest between the San Francisco business men and themselves. On the contrary, I am convinced that they have many times lost sight of it. But the community by its attitude compels them to be ever on the alert to defend themselves from attacks from every point, legal, social, moral, ethical and criminal. Is it a wonder then that they do not find time amid the multitude of harassing and worrying attacks from front and rear, fair and unfair, to give the subject of their relations with the merchants, pure and simple as it is, the consideration that it deserves. I do not by any means attempt to defend them in all their acts, quite the reverse. But I suggest now, other and less direct means having failed, that we approach them as business men, and discuss with them frankly, without heat or rancor, our needs. Let us be as fair and liberal with them in discussion as we are between ourselves. Let us be as generous and charitable with them as we would be with each other, for they are to all intents and purposes our partners in interests. Let us not defend them from just criticisms, but stand by them when unjustly attacked by venal newspapers and scheming politicians, as we would stand by each other. If they raise a point in discussion, or take a position which is manifestly just, let us accede it in all fairness, just as we would if the same proposition was advanced from any other source. So let us invite a like fairness and inspire a reciprocal spirit in them. We all know that if, while they are regarded as a common enemy, they should be a little less generous in their business dealings with us than they would be with those who treated them as friends, they would but show themselves to be human. At the same time let us aid and urge increased transportation facilities in every form, particularly the ship canal, which is the supreme need of our city and State, and will be, when completed, our crowning triumph.

The report of the secretary showed that there was a balance on hand on February 1, 1892, of $17,768 09. During the year the membership dues amounted to $13,385, and commissions were received from non-members of $6,826 25. There was now $40,621 51 in the hands of the treasurer. The total membership was 219, sixteen having been admitted during the year and the same number having either resigned or been removed by death. During the year 927 cases were reported, and action was taken on 631. The amount of liabilities recorded was $3,195,905. There had been during the year 575 meetings of creditors and 374 committee meetings; 299 cases had been settled and 332 were still pending.

The report of the nominating committee recommended that A. A. Watkins, E. W. Newhall and Webster Jones be elected directors.

On a motion that the reports be received and placed on file a warm discussion arose.

H. Bendel said he took strong exception to the remarks in the President's address, which, perhaps, indirectly reflected upon the Traffic Association, and, although a member of the association, he contended that it had done much good to the business community.

President Le Count said he knew of nothing in his report that reflected directly on the Traffic Association.

"I said indirectly, Mr. President," replied Mr. Bendel.

Jules Cerf moved that the part of the President's report relating to railroads be eliminated.

"I believe," he said, "that ninety-five out of every 100 members of the board are of a different opinion to the president." [Applause.]

After some further discussion as to what should be included in the motion Robert Watt moved as an amendment "that a committee of three be appointed, with instructions to eliminate the remarks of the President reflecting upon the methods adopted by the Traffic Association and relating to the Southern Pacific Railroad."

Mr. Cerf accepted the amendment, which was put to the meeting and adopted unanimously.

The president named as the committee Mr. Watt, Mr. Cerf and ex-Senator Williams.

The secretary was instructed to cast a ballot for the three directors nominated by the nominating committee.

A communication was read from the State Miners' Association, asking for assistance in re-establishing hydraulic mining.

W. W. Montague moved that the directors be empowered to help the association to the extent of $2000, if in their judgment it was deemed necessary. The motion was adopted.

A communication from Rosenthal, Feder & Co. was read, asking that Congress be petitioned to reduce the rate of postage from 2 cents to 1 cent per ounce or fraction thereof, was, on motion, laid on the table.

After a vote of thanks to the president the board adjourned.

LEEDS GOES EAST.

He Will Have a Talk With Newton.

The Object Is to Obtain Favorable Concessions for California Shippers From the Pamama Railroad.

New York as well as Sacramento continues to be the center from which the local merchants hope to receive in the near future the intelligence that relief from the oppressive rates of the Southern Pacific Company will be given to them.

The Traffic Association dispatched J. S. Leeds, its manager, on Sunday night directly to New York for the purpose of opening direct communication with President Newton of the Panama Railroad Company.

Mr. Leeds will endeavor to obtain exclusive concessions for the North American Navigation Company, and it is believed that these being obtained the transportation problem of freights between New York, Europe or Central America and San Francisco will be satisfactorily solved.

Frank Johnson of the Johnson-Locke Company left this city for a similar purpose some weeks ago, but although he managed to secure a contract for the North American Company its provisions were not liberal enough to suit the local business men.

Since then the Traffic Association and Captain Merry, the president of the company, have sent letters and telegrams by the score, with a view of having this contract altered so as to make it acceptable.

Correspondence and telegraphic communication have proven to be of but little use, for although some matters were arranged by that means it was found that in order to get the details into shape some one would have to confer personally with President Newton.

Mr. Leeds was selected for that purpose, because there is hardly any one more competent than he to present the wants of California merchants in the matter of freight transportation in their proper light.

The California distance tariff now before the Legislature will, if made a law, bring great relief as far as local rates are concerned, because the rates are based on a mileage basis and the Southern Pacific will no longer be able to charge according to what the traffic can bear, as they have been doing for years and are doing now.

The new tariff also regulates water transportation rates and brings them into conformity with the rates charged by rail, so that competition fights will be no longer necessary.

The Ætna Life's Statement.

The statement of the Ætna Life Insurance Company, which appears in full in this issue, shows a continuation of the prosperity of this old and strong company. Organized in the year 1850, it has had an active and successful experience of over forty-two years. During the year 1892 it has increased its assets, its surplus, its dividends to policy-holders, and its amounts insured in both the life and accident departments.

This claims to be the largest company in the world writing life, endowment and accident insurance. Attention is especially called to the high character of the assets in which the funds entrusted to its care are invested, and to its low rate of expenses as compared with that of other institutions of its class. It seeks to avoid in its business anything of a speculative nature, and its plans of insurance are confined wholly to the insurance and investment features.

DR. JAMES F. SULLIVAN will hereafter have office hours at his residence only, 1105 Van Ness.*

Licensed to Wed.

The County Clerk issued marriage licenses to the following parties yesterday:

William Jarman and Mary Bund, 36—29.
Vincent P. White and Antoinette Meising, 29—26.
William D. Himmelmann and Jennie McLean, 24—26.
Jessie Spangler and Annie M. Converse, 21—24.
Jacob Spath and Johanna Moorman, 32—29.
Thomas J. Farrell and Mary Burke, 35—28.
Antonio Pareda and Jesus Alcontar, 38—32.

THE BEST S.S.S. Is the best Blood Medicine, because it assists nature to throw off the impurities of the blood, and at the same time tones up the entire organism. This is just contrary to the effect of the various potash, mercury, sarsaparilla mixtures, which bottle up the impurities in the system, thus producing much sickness and suffering. Therefore, for a

BLOOD MEDICINE

you cannot do better than take S. S. S.

"As a physician, I have prescribed and used S. S. S. in my practice as a tonic, and for blood troubles, and have been very successful. I never used a remedy which gave such general satisfaction to myself and patients.

"L. B. RITCHY, M. D., Mackey, Ind."

Treatise on blood and skin diseases mailed free. SWIFT SPECIFIC CO., Atlanta, Ga.

ja16 1y SuTu Th

HEALD'S BUSINESS COLLEGE, 24 Post St. Send for Circular. Book-keeping, Penmanship, Short-hand, Type-writing.

GIRL WRESTLERS.

Greco-Roman for the Hand of Harrigan.

THE BRUNETTE WAS WINNER.

Gertie Montague Defeats Emma Evans in Two Rounds and Is Winner.

LAST Saturday night a determined young woman met another determined young woman at the corner of Fifth and Folsom streets. They were both stout and of athletic appearance.

A number of young men were loitering about the corner when the meeting took place.

One was heard to say: "There is trouble, boys; there's going to be a scrap."

The words had hardly fallen from his lips when biff! whack! and the two strong and handsomely dressed young women were smashing each other right and left.

The boys knew them well and rushed in to separate them, which was done after a violent struggle, but not until both of the combatants had bleeding noses.

The names of the fighters were Emma Evans and Gertrude Montague.

The former is a chorus-girl and the latter is an actress in a well-known Kearny-street place of amusement.

The actress had accused Miss Emma of alienating the affections of one Thomas Harrigan, a pugilist of some ambition. Before she gave her antagonist a chance to reply she struck her.

Since that time the two have been swearing vengeance against each other.

In order to settle the matter the friends of each agreed to have them meet in some kind of an encounter and determine who should hold the right, title and interest to Mr. Harrigan.

Swords, pistols, fists and wrestling were proposed. The principals chose the latter, and consequently everything was arranged for a Greco-Roman wrestling match to take place last evening. Only the immediate friends of the parties were invited.

The place chosen was in the rear of a partially vacant house on Clara street, below Fifth.

At 7 o'clock the wrestlers stepped upon the carpet, clad in tights and wearing determined looks.

It was suggested that Mr. Harrigan act as referee, but he modestly refused.

This made it necessary to choose a referee, seconds and bottle-holders from the audience of about twenty-five.

This being done the girls went at each other with a vengeance. Gertrude weighed 155 pounds in her light costume and Emma tipped the beam at 149½.

The first got a neck hold and threw her antagonist to her knees. Then she made a strong effort to get a back hammerlock and turn her, but Emma wriggled out of this only to get a half Nelson embrace, which came very near putting her shoulders to the floor.

Emma's friends feeling encouraged at her tactics shouted to her to play close to the floor and watch her chances. She did this, and when Gertie, as she is familiarly called, was about to down her with a wicked full Nelson, she bridged and avoided the catastrophe. It was only a short respite, however, as Gertie was too quick for her, and in another moment made her succumb to that terrible back hammerlock.

Gertie was the winner of the first round in seven minutes and ten seconds.

In the next round both came up rather fresh and some all-round good Greco-Roman work was done, Emma pursuing her old tactics and Gertie following up her methods. Every time the chorus-girl was in jeopardy she either bridged or squirmed out of her predicament in some other way.

After eight minutes had elapsed Gertie threw the pretty chorister over her head and seriously damaged her tight-fitting wrestling suit. It looked for a moment as though the round had ended in another victory for the actress, but the chorus-girl came to her feet quickly amidst applause.

Then Gertie had to try all the tricks known in such a contest, and by dint of superior strength and science, worried her antagonist in a most agonizing way. The faces of both women were very red when fourteen minutes had elapsed, at which time Emma became infuriated, and getting to her feet struck Gertie a vicious blow full in the face.

This made the latter wild, and she sprang upon Emma like a tigress, catching her up bodily and throwing her full upon the carpet, and falling heavily upon her at the same time.

This was the best two out of three, and Gertie was declared winner in 14½ minutes.

The contestants retired to privacy for a few moments, and came out apparejed for the street.

Gertrude, who is a handsome brunette, walked away proudly with Mr. Harrigan on her arm, amid the plaudits of her admirers; while Miss Emma, the blonde, was escorted to the fresh air by a young man who had for a long time been suing for her hand.

This has effectually settled the dispute.

Not at 218 Broadway.

The drunken row which was reported to have occurred at 218 Broadway on Sunday did not occur at that place, but in a dive near the corner of Kearny street and Montgomery avenue.

Is Life Worth Livign?

Not when existence is rendered a burden by an obstinate Cough, Asthma or Bronchitis—because "trifles make up the sum of human happiness." And besides this a neglected Cough or Cold too often lays the foundation for that scourge of our invariable climate—CONSUMPTION. Prevent such a calamity therefore, by a timely and free use of the valuable and long-tried remedy:

Hale's Honey of Horehound and Tar
Hale's Honey of Horehound and Tar
Hale's Honey of Horehound and Tar

[Three sizes—largest, cheapest].

SOLD BY ALL DRUGGISTS. oc24 tf FrTu

CONRAD! CONRAD! CONRAD!

A CARD TO THE PUBLIC

While it is true I have been chosen the President of the Louisiana State Lottery Company, vice M. A. DAUPHIN, deceased, I still retain the Presidency of the Gulf Coast Ice and Manufacturing Company, so all proposals for supplies, machinery, etc., as well as all other business communications should be addressed to me here as heretofore.

PAUL CONRAD,
Look Box 1358. New Orleans, La.

ELY'S CREAM BALM CURES COLD IN HEAD. RELIEVES INSTANTLY. APPLY BALM INTO EACH NOSTRIL. ALL DRUGGISTS. 50 cts. THE CURE FOR CATARRH, COLD IN HEAD, HAY FEVER. ELY'S CREAM BALM. 50c.
se22 1y ThSuTuWy

MANHOOD RESTORED By CUPIDENE

This Vegetable Vitalizer cures all nervousness and diseases of the generative organs, such as LOST MANHOOD, SLEEPLESSNESS, TIRED FEELING, PAIN IN THE BACK, DEBILITY, PIMPLES, HEADACHE, SEXUAL WEAKNESS, NIGHTLY EMISSIONS, IMPOTENCY, DESPONDENCY and CONSTIPATION. Cures where all else fails. The doctor has discovered the active principle on which the VITALITY of the SEXUAL apparatus is dependent. That the reason why sufferers are not cured by physicians and medicines is because over 90 per cent. are troubled with PROSTATITIS, for which CUPIDENE is the only known remedy to cure the complaint without an operation. BEFORE and AFTER. A WRITTEN GUARANTEE to refund the money if a permanent cure is not effected by the use of six boxes. $1.00 a box, six for $5. Send for circulars and testimonials. Address all mail orders to DAVOL MEDICINE CO. P. O. Box 2076, S. F., Cal. *For Sale By*

E. P. GATES, NE. corner O'Farrell and Stockton streets.
WEITMAN & WEITMAN, next Macdonough's Theater, Oakland.
se11 SaTuTh

MATHEY-CAYLUS CAPSULES

Have been for nearly half a century the popular remedy, (superior to all others), with Physicians in Europe and America, for prompt and complete cure of recent cases of derangement of the Urinary Organs. long standing or The Best and Cheapest.

ALL Druggists sell them for 75c. per bottle of 64 capsules. CLIN & CO., PARIS.

je30 1f eowTu

LIFE SECRETS.

Don't worry.

Don't hurry. "Too swift arrives as tardy as too slow."

"Simplify!" "Simplify!" "Simplify!"

Don't overeat. Don't starve. "Let your moderation be known to all men."

Court the fresh air day and night. "Oh, if you knew what was in the air."

Sleep and rest abundantly. Sleep is nature's benediction.

Spend less nervous energy each day than you make.

Be cheerful. "A light heart lives long."

Think only healthful thoughts. "As a man thinketh in his heart, so is he."

Avoid passion and excitement. A moment's anger may be fatal.

Associate with healthy people. Health is contagious as well as disease.

"Don't carry the whole world on your shoulders far less the universe. Trust the Eternal."

Watch the first signs of a coming cold. Nine-tenths of all diseases start with a cold.

If, at any time, you feel chilly, if you sneeze, if you have cold hands or feet, if your head seems heavy or aches, take at once the best and purest stimulant you can secure. There are many that are claimed to be good stimulants, but there is only one that is strictly reliable, and possesses the best qualities, and that is Duffy's Pure Malt Whiskey.

This whiskey has made more friends by reason of what it has done for people, than any other preparation of the present day. Do not let your druggist or grocer argue with you upon this subject, but insist upon having the purest and best, which will aid you to solve "Life's Secrets."

HAIR HEALTH is warranted to Renew youthful color and life to GRAY Hair. Use only DR. HAYS' HAIR HEALTH. Most satisfactory Hair grower. 50c. London Supply Co., 323 B'dway, N. Y. Hair book free. Sold by WAKELEE & CO., Montgomery street, Also Folk and Sutter streets, San Francisco.
ap3 1y SuTuFr

OCEAN STEAMSHIPS.

PACIFIC MAIL STEAMSHIP CO.

THROUGH LINE TO NEW YORK, VIA PANAMA. Steamers will sail at NOON on the 5th, 15th and 25th of each month, calling at various ports of Mexico and Central America.

Through line sailings—February 6, SS. Acapulco; February 15, SS. San Juan; February 25, SS. City of New York.

NOTE.—When the sailing day falls on Sunday steamer will be dispatched the following Monday.

WAY LINE TO MEXICAN AND CENTRAL AMERICAN PORTS AND PANAMA.

Steamers leave San Francisco at noon on the 3d and 18th of each month, calling at various Mexican and Central American ports.

Way Line Sailings—SS. City of Panama, February 18; SS. San Blas, March 3.

JAPAN AND CHINA LINE.

FOR YOKOHAMA AND HONGKONG, Connecting at Yokohama with steamers for Shanghai, and at Hongkong for East Indies, Straits, etc.

SS. China, via Honolulu, Tuesday, February 14, at 3 P. M.

SS. Peru, Saturday, March 4, at 3 P. M.

SS. City of Rio de Janeiro, Thursday, March 23, at 3 P. M.

Round-trip tickets to Yokohama and return at reduced rates.

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

Branch Office—202 Front street.

ALEXANDER CENTER, General Agent.

OCEANIC STEAMSHIP COMPANY.

HONOLULU, by O. S. S. Co. ONLY SEVEN DAYS!

The splendid 3000-ton steamers of the Oceanic Steamship Co., sail for Honolulu, Auckland and Sydney, as under:

For Honolulu only SS. Australia, Wednesday, Feb. 15, 1893, 2 P. M.

For Honolulu, Apia, Auckland and Sydney, SS. Monowai, Friday, March 3, 2 P. M.

For passage or freight apply to J. D. SPRECKELS & BROS. CO., 327 Market street. tf

COMPAGNIE GENERALE TRANSATLANTIQUE

French Line to Havre.

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

LA BRETAGNE, Capt. Collier.....Saturday, March 11th, 3:00 P. M.
LA BOURGOGNE, Capt. Leboeuf.....Saturday, Feb. 18, Noon
LA NORMANDIE, De Kersabiec.....Saturday, Feouary 25th, 6:00 A. M.
LA GASCOGNE, Santelli.....Saturday, March 4th, 10:00 A. M.

For further particulars apply to A. FORGET, Agent, No. 3 Bowling Green, New York.

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

Branch office, 19 Montgomery street. au31 tf

NORTH GERMAN LLOYD S. S. CO.

SPREE, HAVEL, LAHN, TRAVE, SAALE, ALLER, EIDER, EMS, WERRA, FULDA, ELBE, KAISER WILHELM II.

New York, Southampton, Bremen. The fast express steamers of this company sail every TUESDAY and SATURDAY. Landing passengers in Southampton in 7½ days or less from New York. These steamers are celebrated for their speed and the comfort afforded passengers.

SPRING SAILING, 1893.

To Southampton (London), BREMEN.

Lahn	Tues., April 18	Lahn	Tues., May 16
Saale	Sat., April 22	Saale	Sat., May 20
Spree	Tues., April 25	Spree	Tues., May 23
Elbe	Sat., April 29	Elbe	Sat., May 27
Aller	Tues., May 2	Aller	Tues., May 30
Havel	Tues., May 9	Ems	Sat., June 3
H.H.Meier	Wed., May 10	Havel	Tues., June 6
Trave	Sat., May 13	Trave	Sat., June 10

ROBERT CAPELLE, Gen. Agent for Pacific Coast, 118 Montgomery street, under Occidental Hotel, San Francisco. ja7 1y ThTu

WHITE STAR LINE.

United States and Royal Mail Steamers BETWEEN New York, Queenstown & Liverpool, SAILING EVERY WEEK.

CABIN $60 AND UPWARD, according to steamer and accommodations selected; second cabin, $35; Majestic and Teutonic, $40 and $45. Steerage tickets from England, Ireland, Scotland, Sweden, Norway and Denmark, through to San Francisco at lowest rates. Tickets, sailing dates and cabin plans may be procured from W. H. AVERY, Pacific Mail Dock, or at the General Office of the Company, 613 Market st., under Grand Hotel.

G. W. FLETCHER, Gen. Agt. for Pacific Coast.
ap26 TuWeFrSu

CUNARD LINE.

New York to Liverpool, via Queenstown, from Pier 40, North River.

LAST EXPRESS MAIL SERVICE.			
Servia