

SPORTS OF THE DAY



George Green has gone east to fight somebody, and the match between Gallagher and him is off. Certainly his method of going away was a trifle unconventional, but I do not think that he went because he was afraid to fight Gallagher although he by no means underrated the ability of the professor.

Although I have no definite information on the subject, I understand that the contest in the east is to be before the Seaside Athletic club, for \$300. The purse here was but \$50. One can hardly blame Green for wanting to go where he can get the most money, particularly as the man he will go against will very likely be no cleverer, if as clever, as Gallagher. It was the way he treated the people who had befriended him that I condemn.

I have rarely seen a better race than the one of Saturday in which old Blizz and the wife. Notwithstanding that White-stone was ridden all over the track, bumped into several times and cut off on the turns, he ran Blizzard to a neck in 1:41 1/2, which is wonderfully good time over a cummy dead track. The victory of Blizzard is a fair illustration of the uncertainty of horse racing. At San Francisco he had not shown any of his old time form during the meeting, and Mr. Spreckels, who had bought him from Dan McCarthy, traded him back again for the mare Bridal Veil. I think McCarthy got the best of the trade, for Blizzard, as far as he showed himself to be on Saturday, is a mighty useful horse in almost any kind of company.

Felix Carr was very much disgusted at Mulkey's refusal to let him ride Candid. It appears that Mr. Spreckels had engaged Felix in San Francisco to come down here and ride in ten handicaps. He hurried out to the track after getting off the train and weighed in. So afraid was he of taking on weight that he neither ate breakfast or lunch. Then Mulkey said that inasmuch as Combs had reduced in order to ride, it would be too bad to take the mount away from him. But Mulkey knew that Carr was coming, and it seemed rather strange that he did not allow the boy to ride. I believe that Candid would have run a better race if Felix had been on her. The way she came at the finish showed that she was in pretty good shape.

Peter Webber was very much disappointed at the work of Jockey Flynn yesterday. Flynn, who came down to ride Schwartz's horses, had a mount in every race, but failed to get a mark, except on the last, when he was third on Flynn. Little Cripple should certainly have made a better showing. But Flynn had a hoodoo. His mounts were all number four on the programme, and four is an unlucky number for the lad.

Flambeau as a sire certainly shows wonderful promise. Last year a few of his get raced as two-year-olds, among them Piquante, Flint and Ecker. Piquante and Flint were both crack-jacks. This year Flambeau has shown the best form of any two-year-old ever started in California. He is a splendid individual and any youngster that beats him will have to be a sensational performer, better than Domino ever was, or Butterflies. This colt of Mr. Speckels showed his quality Saturday. He is a great big fellow, an like a lion of that sort rather slow at the beginning. He has lots of courage though, and plenty of speed where it is most useful—through the stretch. I think Rummel will be a better performer than Piquante was last season.

Secretary Benjamin is to be congratulated on his handicapping in the Newton. A furlong from home all the horses were bunched.

It seems too bad that a mare as good as Centinella should not have better opportunities. She is already a matron, but last fall she ran a very tight mile at Aqueduct park, and on Saturday she showed a world of speed for three-quarters of a mile. Then her lack of condition told with that race in her. I think she might give any horse at the track an argument at three quarters or seven-eighths of a mile. A special race at the latter distance with say Whitestone, Candid, Blizzard, Little Cripple and Centinella to start, would prove a great attraction, each of them to be weighted as in the Newton handicap.

On Wednesday night the bench show opens, and will certainly be a great attraction. Mr. Withers, the secretary, has succeeded in working up a good entry list, and some highly bred dogs will be on exhibition. Some of the finest dogs in the world are owned in this city.

THE WHEELMEN

The exceedingly meager telegrams conspicuously marked "Collect" received by the several local firms in regard to the great annual relay race from San Francisco to Oakland over the "around the bay" course last Sunday were to say the least most unsatisfactory to all up-to-date enthusiasts, and attracted but little attention. Many local riders and individuals being in receipt of much more complete and satisfactory information at each interesting stage of the great Bay City victory.

And this reminds us that the most interesting piece of aftermath from the great event of the north is the news that the Aenes, dissatisfied with their many supposed fatal mishaps, have challenged the victorious winners of the Maltese cross to another go over the same course.

Our opinion is that the time for the Aenes to have defeated the Bay City boys was last Sunday, and they greatly over-reach themselves in asking to again try conclusions with the winners, for the club which classes such men as Elbricht, Lacy, Wells and others among their champions are at present the peers of any on the Pacific coast, although we hope to see the Los Angeles wheelmen send up a team to represent them in the relay of '95, composed of such men as McAleer, Kitchin, Jenkins, Stephenson, Hall and others, who will be able to carry the message in the lead for every relay of the entire course.

It is a pleasure to all lovers of the sport to contemplate the amount of genuinely

good racing with which Los Angeles is to be favored during the present season.

The latest is the announcement that this city has been assigned dates during the early part of November upon the great national circuit of the League of American Wheelmen. The importance of this event can hardly be overestimated by the wide-awake dealers and hustling promoters of which this city is possessed of a few.

It seems too good to be true that before the season closes we are to see such men awaiting the crack of the gun on a local track in the "mile open" as Dirnberger, Zeigler, Edwards, Bald, Sanger, Brown, or two such handicappers as McDonald, Louder, E. L. Johnson, Cabene, Titus and others, line up for a two-mile go.

This national event will, without doubt, be the cause of a most excellent three-mile cement track and accessories being constructed at once, and as the campaign for the event has been granted to the hustling wearers of the "red '93 and diamond," the success of the great meet is already assured.

The success of the first annual road race is cause for congratulation to the Crown City Cycle club of Pasadena. All Los Angeles and a great share of the surrounding populace seemed to have taken advantage of the delightful day, Monday and departed for Pasadena to witness the great event.

The crack Thistle team seems to have captured the lion's share of the honors and was highly congratulated by all present. All had a most delightful time and pronounced the ability of the Crown City to properly conduct such an affair as first class.

The suspension of three prominent class riders—Godfrey Smith and Arthur Griffith of the Syracuse team and Charles Miller of the Stearns team—during the past week as caused no little comment in racing circles upon the row.

It is said that the board of the racing board push things along this line vigorously in this locality it is commonly predicted that Class A in Southern California will be all but depleted.

This incident, along with the suspension of Osen, the Class B crack of the Garden City Cyclers, is but food for reflection upon the fact that the L. A. W. will be compelled another season to take professional matters upon the three class basis.

Chief Consul Allen is, as usual, busily engaged upon the detail work of the great Santa Monica road race, and the center of his now fully assured that the cracks from several of the eastern factories will be participants in this great event for 1895.

The Los Angeles Wheelmen's great May 30th meet promises to be the one great success of the season, and Ford Smith, the tireless chairman of the racing committee of this popular club, has had to place several additional men in his establishment in order to admit of his spending his undivided time in the furtherance of his many schemes in connection with the meet.

The Knippenberg annual class A stake seems to be the absorbing topic among what few are left unsatisfied in their pure and undiluted amateurism.

"Knip" is as busy as ever with his "get up and do it" disposition cares to be in perfecting the details for this novel event.

Miss Julia Spillane, the fair and plucky representative of the Cycling West, of Denver, Col., put in her appearance among the dealers during the past week and is most ably represented by a paper in a business and literary sense among the devotees of the wheel in Los Angeles.

The little lady has attracted much attention during the last few days in her chic and pretty rational costume, devoid of the antiquated over-garter and mounted upon her neat little sixteen pound Crismorim Syracuse diamond frame.

The Columbia team at Pasadena were very much in evidence, Bazzie and all. Knippenberg at Pasadena was industriously engaged in properly distributing the crimson streaks advertising the Santa Monica road race, and his great stake race, and incidentally keeping the boys in line.

That genial hustler, Chief Consul Allen kept his special pet, the great Santa Monica road race, vividly before the public at spare moments at Pasadena, Tuesday.

Will Allen, Will Knippenberg and Nick Biell of the Los Angeles wheelmen, made a midnight run to Pasadena Monday, in order to be on hand early for the road race.

A splendid window of the Thistle establishment on the Row is attracting much attention, and the proprietors deserve much credit for their artistic ability. No more popular riders exist than Ulbricht and Cleaver of this establishment.

Popular Lee Stevens of the Columbia house announces that his people are also suffering greatly from lack of wheels.

Knippenberg is lamenting the fact that he will be without a wheel upon the floor during La Fiesta week. The Syracuse people are away behind on orders and cannot meet the demand for their popular mount.

Ulrich and Cleaver of the Thistle team will participate in the Garden City cyclers' great meet at San Jose this week.

Fritz Lacy is the proud owner of the "kindergarten insignia" of the Bay City wheelmen.

Fay Stephenson is once more around among friends, and all are glad to see the genial Fay once more at himself and hope that he may be able to again set a hot pace in his especially favored race, the Santa Monica.

Ten thousand wheels is the limit at which the local dealers set the number of wheels to be sold in Southern California during the present season.

Will Johnson, the Santa Monica Syracuse agent, announces an open road race from Syracuse headquarters in Santa Monica to the soldiers' home and return, to take place in the near future.

Arthur Griffin has taken a seat in the '95 Pacific coast Syracuse team.

west of the Rocky Mountains. He said: "We expect to have between 500 and 600 entries. Applications have been received from Oregon, Washington, Southern California and Victoria B. C. John Davidson of Monroe, Mich., who is recognized as one of the best all-round judges in America has been engaged to act as judge for all the classes. He has acted in this capacity in all the leading cities in the country."

BERKELEY'S BOATING CREW

The Oarsmen in Active Training Under Coach Garrett

SAN FRANCISCO, April 13.—After six weeks of competitive training, in which twenty of the young men of muscle at Berkeley took part, the boating crew of four has been selected. Coach Garrett has been untiring in his efforts to get the very best material available. Following is the crew:

Trew, 23, captain and stroke; height, 5 feet 10 1/2 inches; weight, 170 pounds; Cole, 27; height, 5 feet 9 1/2 inches; weight, 165 pounds.

Laughlin, 27; height, 6 feet 1 inch; weight, 175 pounds; or Wittenmeyer, 28; height, 5 feet 8 1/2 inches; weight, 170 pounds.

Hutchinson, 28; height, 5 feet 8 1/2 inches; weight, 170 pounds; bow.

It has not been decided who will row No. 3 oar. There is a struggle between Laughlin and Wittenmeyer, but Coach Garrett has not yet been able to make a choice. This crew will go against a crew from the Columbia Rowing Club on Saturday, April 27.

As part of the articles of agreement for this race, which were made last January, each club was to have a new boat built, these boats to be constructed by the same man, and in every respect equal.

Garrett is teaching his men the stroke which Cornell will use next May in the contest with England's crack oarsmen. It is the same stroke used by Harvard when that crew defeated Yale by nearly a quarter of a mile in a four-mile race in 1885. The Columbia crew has adopted the so-called improved Bob Cook stroke.

WINNING BUT HEARTLESS

C. W. Dunn in Another Discreditable Episode

He is the Same Man Who in This City Ruined the Life of Mamie Smith

The San Francisco papers are full of the details of a recent tragedy in which a young woman suicided by jumping from an Oakland ferry boat because a man named C. W. Dunn had deceived and deserted her.

Dunn seems to have occupied the greater portion of his time during the past four or five years in an effort to gain the confidence of conding women, says the Examiner. In this he has been marvelously successful, as no less than a dozen cases have come to light where he won the love of young women only to betray them and cast them off.

By his own confession Dunn was the man who induced a young girl to run away from a private school in Los Angeles in May, 1892. The girl was Mamie Smith, the eighteen-year-old daughter of a wealthy rancher living near Alpine, S. D. She had been sent to school in the southern city, and while there she entered into a correspondence with Dunn, who had advertised in the San Francisco papers for a young lady correspondent.

When the girl's parents had been informed of what had occurred they left no stone unturned in their search for their daughter, but it was not until a year ago that she was finally discovered.

When she was found she was in a state of great excitement, and she had been found in the place one dark night, and that she had fainted as soon as she had been led across the threshold by the kindly hand of one of the sisters.

She was feeble and weak from want of food, proper protection from the elements, and had evidently walked a long distance. A few hours after she had been admitted she gave birth to a child, and when she was told that she would probably die she gave her name and asked that her parents be notified.

But Mamie Smith did not die. She recovered after weeks of suffering and is now with her parents in South Dakota. All of her pitiful story was never told, but enough is known to make it certain she suffered untold privations in her attempt to reach her home.

PAYS HIS LICENSE

A Gurney Cabman Who Asserts His Rights Vigorously

C. M. Whittick, who was arrested on complaint of an employee of the Gurney Cab Company for obstructing the street in front of 144 South Spring street without first having obtained the permission of the lessee of the party occupying the ground floor of the abutting property has apparently been done an injustice.

Mr. Whittick asserts that he has been engaged in the cab business here for some seven years and this is the first time he has ever been arrested for violation of any ordinance. He shows a city license to conduct his business and claims the right to use the public highways as long as he does not interfere with, bar or impede travel or traffic. His arrest on complaint of the Gurney Cab company, he claims, is merely unfair business rivalry and an attempt to intimidate him.

CONVENTION OF FIRE CHIEFS

The Pacific Coast Association to Convene Here Tomorrow

Notwithstanding the conflicting action of Secretary Moreby, the Pacific Coast Fire Chiefs will hold their annual convention in the city next Tuesday. Chief Sullivan, of San Francisco, the president of the association, is in Santa Barbara, and is expected here today. Many of the fire chiefs of this state and Arizona are in the city, and the convention will assemble at the hall of Engine Company No. 2, near plaza, tomorrow morning at 10 o'clock.

Chief Moore has arranged the programme of topics to be discussed, and also the entertainment of the association.

It is the intention to thoroughly re-organize the association.

No Woman's Rights in Wisconsin

MADISON, Wis., April 13.—In the assembly last night the O'Neill woman suffrage bill was killed by a vote of 45 to 6.

The Admirals yesterday defeated the Electric by a score of 9 to 5. The battery of the Admirals are Durazo and Denis.

IN PURSUIT OF KNOWLEDGE

Seek the Truth for Its Own Dear Sake

Two Distinctively Human Attributes Which Give Man His Pre-eminence Above the Brute

At the Church of the New Era the subject discussed yesterday by the lecturer, W. C. Bowman, was The Worth and Power of Knowledge.

Should you ask me, said the speaker, what are the true objects to be aimed at in the development of a human being, my reply would be, knowledge and virtue. These are the two distinctively human attributes conferring upon man his proper pre-eminence above the brute.

As an intellectual being, knowledge is his goal. As a moral being, virtue is his only excellence. His true measure of worthiness is determined by the completeness of his development on both these lines. Knowledge without virtue is perilous. Virtue without knowledge is feeble. The most useful knowledge of all is self-knowledge. There is profound meaning in Pope's couplet:

"Know thyself—presume not God to scan: The proper study of mankind is man."

It is pitiable to see how many people know all about God and so little about themselves. This is a notable weakness among us preachers. The highest interest of a human being is doubtless the complete and harmonious development of all his faculties in relation to the true, the beautiful and the good.

As this is to be accomplished through the intellect, the attainment of knowledge is a matter of the first importance in the very nature of the two factors of the race. The getting of knowledge will go far towards answering the question, "What shall we do to be saved?" The knowledge of the few and the ignorance of the many are the two factors which have reduced the world to masters and slaves. Though the ox knoweth his master, and the ass his master's crib, the people have been robbed and are perishing for lack of knowledge. But the awakening has come, and many are tramping to and fro and knowledge is being increased. The brightest hope for the success of the present uprising of the slave against the master is in the fact that the movement is based upon knowledge on the part of the slaves themselves—a novelty in the history of conflicts between serfs and lords, plebs and patricians.

There is a prevalent mistake as to the true nature and value of knowledge as mind culture, the common idea being that knowledge is valuable mainly as an objective utility; whereas its main value is in its very pursuit. The true interest and destiny are not in things and conditions outside of us, but inside. We should regard our minds not merely as instruments to be used by rather subjects to be perfected. Let us teach our boys and girls that arithmetic has a higher object than the ability to compute dollars and cents. If men understood this they would cease to delude themselves in religion with the "wood, hay and stubble" of external observances, but look to the "gold, silver and precious stones" of internal character. Then would cease our superstitious hopes and fears of external rewards and punishments, and we would place our faith in the mind in its own place and of itself does make a heaven of hell, a hell of heaven. Besides the subjective culture imparted by knowledge, there is an exquisite and noble pleasure in its very pursuit. Aristotle indeed affirms that the intellect is perfected not by knowledge but by activity. Another philosopher says "If I held truth captive in my hand I would open my hand and let it fly, that I might again pursue and capture it." This pursuit and love of truth and knowledge is a grand and holy thing; and it will be a bright day in this world's future glory when all its schools and colleges, its newspapers and nostrums, even its pulpits, if that were possible, shall all alike be enthused with the divine afflatus of truth for its own dear sake and its own undying beauty.

VERY STRANGE

Position of James Boland's Body When a S. P. Engine Hit It

The coroner will not hold an inquest on the body of James Boland until today. He was the man who was run over and killed Saturday night near Glendale by a Southern Pacific passenger train. The coroner viewed the remains yesterday. The right arm and right leg were entirely severed from the body. There are some mysterious features about the case. It is difficult to understand how Boland could have been in such a position as to have both those members severed. Coroner Campbell will secure the testimony of the trainmen who were on the passenger at the time of the accident. They will not return to the city until today.

That most deadly and insidious of drugs, chloral, seems to be steadily increasing its ravages, particularly in the large cities. So many cases have been reported in New York of men found senseless in the streets from the effects of what the police call "knockout" drops that special orders have been given to investigate the drug stores in certain districts and put a stop to the sale of the poison without the precautions required by law.

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The photographs of a large number of those cured of consumption, bronchitis, lingering coughs, asthma, chronic nasal catarrh and kindred maladies, have been skillfully reproduced in a book of 160 pages which will be mailed to you, on receipt of address and six cents in stamps.

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Syrup of Figs is for sale by all druggists in 50c and \$1 bottles, but it is manufactured by the California Fig Syrup Co., only, whose name is printed on every package, also the name, Syrup of Figs, and being well informed, you will not accept any substitute if offered.

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