THE DAILY RECORD-UNION.

SATURDAY.....MAY 29, 1880.

COAST DISPATCHES.

SPECIAL TO THE RECORD-UNION.

KEARNEY ON THE STREETS.

Rejoicing Among His Followers Over His Release.

THE RAILROAD COMMISSIONERS.

Litigation Over the Estate of the Late Mark Hopkins.

PASSENGERS FROM THE EAST BY RAIL.

Tribute of Respect to the Memory of Paul Morrill.

CALIFORNIA.

The Estate of Mark Hopkins.

SAN FRANCISCO, May 28th.—The petition of Samuel F. Hopkins of St. Clair county, Michigan, for the removal of Mary F. Hopkins, widow and administratrix of the late Mark Hopkins, was filed yesterday. The grounds claimed are: That she failed to file an inventory and appraisement and an account in the statutory time, and also that she failed to collect the sum of $9,500,000 due the estate from the Western Development Company, and now, with accumulated interest, amounting to nearly $11,000,000. The petitioner further sets out that all the indebted persons at the time of the intestate's death were perfectly solvent, and, according to petitioner's information and belief, are still so; but the petitioner has reason to fear that unless said indebtedness is collected within a reasonable time, the estate will sustain heavy losses by reason of the neglect and delay. That, according to petitioner's information and belief, no effort has been made by the administratrix to collect any part of said indebtedness, or in any manner enforce the payment of the same, the indebtedness being due from corporations of which administratrix is a large stockholder, and the future prosperity of which persons and corporations materially affects her own interests. That administratrix failed to file an exhibit in the Probate Court, November, 1853, showing the money received by her, and the claims presented against the estate, and the condition of the estate. The petition further sets out that the estate is entitled to one-fourth of 83,333 additional shares of Central Pacific Railroad stock, issued January 16, 1880, or to the proceeds, if the stock has been sold. The petition asks that this stock, and other bonds and stocks, be added to the inventory. It is alleged that a large portion of the bonds and stocks have been divided between the heirs, according to their respective interests, but that there yet remains about $1,000,000, besides certain stocks and bonds, undivided. The petitioner, as one of the heirs, prays for the revocation of the letters of administration, and the removal of the administratrix, and such other relief as may be proper. The usual citation has been issued to the administratrix, to show cause Wednesday, June 2d.

Tribute of Respect to the Memory of Paul Morrill.

SAN FRANCISCO, May 28th.—At a meeting held at the Custom-house to-day, Collector Shannon presiding, a series of resolutions were introduced by Naval Officer Waite and unanimously adopted. In presenting the following resolutions Mr. Waite paid an excellent tribute to the memory of deceased:

WHEREAS, By a fiat that countless millions have obeyed, and to which in the course of nature all must bow, another, and a beloved one, has passed "that bourne from which no traveler returns," and deeming it fitting and in accordance with custom that a just tribute should be paid to the worth of our late official brother and friend, we, the officers and attaches of the Custom-house for the district and port of San Francisco, assembled to give testimony of our respect for the Hon. Paul Morrill, late Surveyor of the Port, and to express our sorrow for his loss do resolve:

That in the death of Paul Morrill the customs service has lost one of its most honest, conscientious and gentlemanly officers.

That the State of California mourns one of its earliest, most prominent, useful and patriotic citizens.

That with him dies the last of that trio who made the Sacramento *Union* the most powerful newspaper for good ever published on the Pacific coast, and their own names historic.

That a host of friends will miss a warm-hearted, amiable, open-handed, generous, sympathizing spirit whom none can replace.

Resolved, That a copy of these resolutions be tendered to the family of the deceased, also transmitted to the Hon. Secretary of the Treasury and preserved among the records of this Custom-house, and that we attend the funeral in a body.

Appropriate remarks were also made.

Kearney's Release—Rejoicing Over the Event.

SAN FRANCISCO, May 28th.—Kearney was liberated from the House of Correction this afternoon, and this evening he was escorted through the streets by the Workingmen's military companies and a couple of thousand men and women. A hundred guns were fired on the sand-lots in rejoicing over the event.

The Bonanza Suit.

SAN FRANCISCO, May 28th.—Argument in the case of Burke against Flood et al. to recover over $10,000,000, the value of Consolidated Virginia stock appropriated by the defendants, was resumed in the Superior Court to-day. Counsel for plaintiff occupied the time entirely in rebutting the claim of defendants' counsel that the action was barred by laches, acquiescence or lapse of time. F. H. Cossett, having 500 shares, and S. P. Dewey, 4,000 have petitioned the Court to be allowed to join as plaintiffs with Burke.

Railroad Commission—Another Meeting.

LOS ANGELES, May 28th.—The Railroad Commission met in the rooms of the City Council at 10 A. M., all present. During the morning session four persons appeared before the Commission preferring complaints.

The first witness was F. R. Girard, general agent of Sherman, Hyde & Co., San Francisco, who read a written statement representing that freight on pianos and organs from San Francisco to Los Angeles was $2 65 per 100 pounds, or $27 per piano, while under special contracts certain San Francisco music dealers shipped pianos from New York to San Francisco for $4 and some $3 50 per 100 pounds, or about $40 per piano. He held that pianos are heavy freight, and ought not to be charged more than other merchandise, and alleged that large business houses who can make special contracts have a great advantage over smaller firms or private families, who have to pay more than double the freight. Pianos of different values, witness said, are now charged the same freight. His house imported their goods round the Horn by sailing vessels, and the freights from New York to San Francisco were $11 per ton, and from San Francisco to Wilmington by steamer $10 per ton. He was willing to pay first-class freight provided all were treated alike. He did not complain for the house. He represented only the people of the southern counties. At present there was no chance for the small dealer, who would not be allowed special rates. The railroad company offered to make special arrangements with his house, for which there was correspondence at San Francisco to show, offering to charge say $80 per ton and rebate $40. He estimated that one hundred pianos a year were shipped to the county.

Herman Wangenheim, local agent for the same house, indorsed Mr. Girard's complaint.

William Declese, a marble-worker, said that last year the railroad company charged $12 per ton for transportation of marble from San Francisco to Wilmington. Since the 1st of January the rate had been raised to $26 per ton for rough to $52 per ton for finished. Having inquired of Mr. Smurr, the local agent, what was the reason of the advance in freight, he said the new Constitution required it. The steamship company sometimes charged by weight, sometimes by measurement. He cited a case where the steamer Bell charged him 2,500 pounds and the railroad bill 2,375 pounds for the same shipment; also a case where seven cubic feet and a few inches had been charged 64 cubic feet. He also submitted a case where marble receipted for in good order by the railroad company was delivered broken, and he could get no redress. He was also charged $1 24 per pound on marble from here to Bakersfield.

C. H. Simpkins, manager of the Los Angeles gas works, appeared. The substance of his complaint was that his company's coal vessels were charged the same rate for the transfer of coal from the wharf at Wilmington to the cars as if the collier were discharging at her anchorage, and all her cargo were lightered. The lighterage, witness said, was under the control of Phineas Banning, and $1 50 per short ton of coal is charged without regard to the position of the vessel when discharging. He said that if allowed to work his own men on the railroad wharf at Wilmington, it would not cost him more than 10 cents per ton to transfer it from the ship to the car. The charge for transporting coal from the vessel to Los Angeles was $3 70 per ton. Before Banning was placed in charge of the lighterage it was only $2 50 per ton. Lime was treated in a similar manner, being charged 18¾ cents per barrel, whether carried by lighter to the wharf and car from the anchorage, or rolled from the ship's side at the wharf to the car. He did not know whom to accuse of the exaction, as Banning made out the bills and the railroad company collected the money.

Recess until 2 o'clock.

[SECOND DISPATCH.]

LOS ANGELES, May 28th.—After recess to-day the Railroad Commission examined one witness—a mulatto junk dealer named Horatio Marteen—who testified that the railroad rates on junk to San Francisco were $1 70 per hundred pounds for small lots and $9 50 per ton by the car load; that the first named rate was absolutely prohibitive to small dealers.

A dispatch from M. A. Murphy, the Colton agent of Perry, Woodworth & Co., of this city, was read, withdrawing his complaint against the company.

A resolution was passed allowing the withdrawal; the request was indorsed by Mr. Perry, who represented that the complaint ought never to have been made, as negotiations for relief were satisfactorily progressing at the time.

The Commission will hold another session to-morrow morning.

Run Over and Killed—A Wedding that Did Not Come Off.

VALLEJO, May 28th.—The Middletown correspondent of the *News*, in a letter dated May 28th, says: Monday morning Charles Turner, a very promising young man, well and favorably known in Middletown, started for Calistoga with a six-horse team with a load of quicksilver. He had been gone from Middletown about two hours when Mr. Nickerson, Superintendent of the Eastern mine, come in for a doctor, and reported he (Charlie) had been thrown from his wagon and fearfully mangled. A physician immediately repaired to the place and found that the hind wheel had passed diagonally across his body and crushed him fearfully. There were 600 pounds of freight on at the time, and the wagon weighed 2,500 pounds. He lingered through the day, suffering great pain, and died the next morning at 4 o'clock. He leaves a large circle of relatives and friends to mourn his loss.

An amusing incident occurred at the Western mine yesterday. A very estimable young lady had been keeping company with a wealthy and highly-respected farmer from Shasta for about one year. The wedding day had been fixed, the guests invited and an elegant dinner had been prepared. The priest, guests and expectant bridegroom were awaiting the appearance of the bride, when a person came in and reported that the bride had changed her mind, and that there would be no wedding that day. One can imagine the feelings of the bridegroom. No reason is assigned for the change in the young lady.

Thomas Parker, a farmer in Middletown, was loading barley yesterday, and in lifting a sack up high sustained severe internal injuries. He is confined to his room in the hotel.

The Inundation at Union Island—Acquitted.

STOCKTON, May 28th.—A gentleman just in from Union Island reports that the water now covers all of the island except some 35,000 or 40,000 acres protected by a cross levee. The Kidd ranch, upon which was the settlement of the island, has been abandoned.

Michael Welch, the noted character brought here from San Quentin to be tried for the murder of Miss Susan E. Bailey, was acquitted by the Court. The woman died ten months after the shot, and there was no evidence by which the prisoner could be convicted.

Largely Attended Funeral.

SHASTA, May 28th.—The funeral of Charles Boell, which took place here this morning, was one of the largest had here for years. The services at the grave were very impressive. People from all our neighboring towns were present, as also from Tehama county.

Railroad Accident.

MARTINEZ, May 28th.—The Los Angeles freight train, while standing here, was run into by a special freight train at 8:45 P. M., telescoping and wrecking several cars. One man was slightly injured.

Harvesting Commenced—Scarcity of Men.

SANTA PAULA, May 28th.—The harvesting of barley has commenced in this county, and a careful estimate says it will average twenty-five centals per acre the county over. Men are very scarce, and a hundred could get work for the next three months at good wages. Wheat and flax look splendid, and the farmers are all rejoicing.

Sudden Death of a Napa Lawyer.

NAPA, May 28th.—R. N. Steere, of the law firm of Steere & Robinson, for sixteen years a resident of this city and a successful member of the bar, died suddenly at his residence early this morning of rheumatism of the heart. He had been sick but a few days, and his sudden demise was wholly unlooked for. He leaves a wife and two children. The remains will be interred to-morrow afternoon.

NEVADA.

Passengers Passing Carlin.

CARLIN, May 28th.—The following passengers passed Carlin to-day, to arrive in Sacramento to-morrow: Mrs. Crane and family, New York; Allen Slack, wife and daughter, Lyons, Ia.; Miss Litsch, Missouri; Mrs. William Jenkins and son, California; F. C. Berdan, San Francisco; Rev. A. C. Walkup and wife, Kansas; R. Wittenbock, Sacramento; Mrs. J. D. Safford, child and nurse, Springfield, Mass.; nine Sisters of Charity, Baltimore, Md.; Miss W. Cissen, San Francisco; H. Wadsworth, R. W. Kirkham, Oakland; R. Koeler and wife, Germany; Mrs. J. Maury, Miss E. Wilson, Mrs. C. H. Wertheimer and daughter, John Cahill, wife and three children, San Francisco; C. E. Keyser, wife and daughter, Baltimore, Md.; W. Schulhoff, Milwaukee; M. Winschent, Reno, Nev.; G. Degneigue, Paris, France; Rev. Dr. Jewell and wife, San Jose; R. W. Janon, wife, three children and servant, Miss May, England; W. H. Imbusch, Albert Stein, Milwaukee; D. Arnold, Iowa; H. J. Whitmer, San Francisco; Dr. Brodie, Canada; J. S. Bastinst, Stockton; E. A. Gould, Mrs. M. Motham, New York; 72 emigrants, including 48 males, to arrive in Sacramento May 30th.

UTAH.

Butler at Salt Lake.

SALT LAKE, May 28th.—Last evening Ben. Butler, who is on his way to San Francisco, arrived in Salt Lake in a special car, and to-day is the guest of the Mormons, who regard him as their true and tried friend. Being interviewed this morning, he said the Gentiles had no business here, and would have to get out. His mission in California is supposed to have some connection with the defense of young Kalloch and Kearney. He leaves to-morrow afternoon for California.

WASHINGTON TERRITORY.

A Fall on Shipboard—Returning Excursionists.

PORT TOWNSEND, May 28th.—A Swede named John Purkelin, carpenter on the ship General Butler at Port Gamble, fell from the crochet-yard to the deck yesterday, and sustained internal injuries, but not of a serious nature.

The remainder of the Oregon and Seattle excursionists returned from Victoria this morning, and proceeded up the Sound.

ARIZONA.

The Apache Indian War.

TUCSON, May 28th.—Authentic reports from Fort Craig, dated May 24th, say news from the troops in the field gives satisfactory evidence that other Indian tribes are beginning to go over to Victorio and fight with his band. A thick set and stout Comanche Indian was killed a few days ago. From signs about his person he probably was a sub-chief, and if not had certainly joined Victorio with a large following of his tribe. The number of Indians on the warpath cannot be estimated, but Victorio commands a larger force than Hatch reports. Advices from Los Lunas, May 24th, state that in Socorro, Lincoln, in the vicinity of Tularosa, every ranch except one has been cleaned out by Apaches. The number murdered since May 1st is 78. It is probable that all the settlements in San Francisco valley in the Escutildo mountains, Rio Gurrmado, will be abandoned.

The history of the firm of Huntington, Hopkins & Co. of Sacramento and San Francisco forms a part of the historic record of California. We present this morning a front view of the sales and warerooms of the house in Sacramento, one being the K-street frontage of the principal building and the other the L-street frontage of the iron warehouse, which is immediately in the rear of the K-street building and separated from it only by the alleyway of the block. A detailed description of the establishment would involve many columns of matter, but a brief sketch will indicate the magnitude of the business conducted and the capacity of the house to carry on as it does

THE LARGEST HARDWARE BUSINESS

Upon the Pacific coast. The K-street frontage is 80 feet, and the walls shown in the upper engraving are of recent construction, while much of the interior has been lately remodeled and better adapted to the growing trade of the house. These changes give a front at once massive and of business character, without any artificial extravagance. They also include a new story to the front section of the building. This section has three floors in the west 40 feet, extending to a depth of

ONE HUNDRED AND SIXTY FEET.

The east 40 feet is 80 feet in depth and embraces two floors, containing the offices and counting-rooms, which are large and admirably adapted to the demands of the firm. Here, too, is a massive vault, which alone cost some $10,000, and is burglar and fire-proof and fitted up with the most ingenious devices for the storage of the firm papers and the safe keeping and ready reference to of all correspondence, books, private papers of members of the firm, etc. In this section also are storage rooms for nails, shovels, wire, rubber hose, all sizes and qualities, surplus stock of sad-irons, strap and F hinges, etc.

Beneath, on the basement floor, is storage space also, where is packed in all the nicety of business order, wooden ware, trucks, straw, Manila and hardware paper, black lead crucibles, garden and railroad wheelbarrows, and crates of heavy goods.

In the west 40 feet of frontage is the sales and shelf wareroom. This is 100 feet deep, with a lofty ceiling, and lighted not only from the front, but by two large skylights above a court opening through the upper story. In this room is arranged all the light house hardware, bolts, ship chandlery, edged tools, locks, plated goods, chains, blacksmiths' goods, fine and heavy cutlery, bolts, nuts and house-furnishing hardware.

In the midst of this room is located the entry, receiving and stock clerks' office, which is a large structure, with glass sides above wainscoting, and all sides of which command a full view of this main salesroom.

IN THIS ROOM

Are to be seen also some of the latest improved counters with pyramidal sides, upon which are secured for display the numbered and priced samples of an endless variety of shelf goods.

Cut off by an arched brick wall there is beyond, and to the rear of this section, a store-room, 40 by 60 feet in size. Here are to be found on floor, shelf, terrace, and in stacks and racks, great quantities of heavy hardware, gas fittings, wire cloth, brass goods, tools of all grades and classes commonly in use by builders, machinists, trimmers, carriage builders, and in nearly or quite all other trade vocations. Here also are to be found belting stock and rubber packing, hose, blacksmiths' supplies, axles, springs, carriage fittings, in vast variety and supply, Manila and Sisal rope, picks, pumps, blacking, stove polish, horse and mule shoes, etc.

IN THE BASEMENT

Beneath the 40 by 160 section is the storage warerooms for heavy goods in cases, packages and bundles, ready for shipment, such as nails, spikes, and handles for all kinds of tools.

Upon the third floor are to be found lighter tools and handles, traps, agricultural hand tools, kitchen appliances and novel implements, light cordage, shears, house cutlery, etc.

IN ALL THESE DEPARTMENTS

Every inch of space is utilized. There is no waste room whatever. So vast is the stock and so varied that the neatest and all possible devices have been availed to store it, and hence elevated platforms, false floors, double counters and elaborate racks are to be seen on every hand. Even the ceiling space is brought into use, and from it hang suspended goods capable of being thus stored.

The alley of the block traverses it at the rear of the frontage thus described. The K-street front main floor is on the street level, while the alley declines by easy grade to the level of the basement floor. This proves a great convenience, as it will be seen at a glance that goods can be through the medium of the elevators conveyed from any part of the establishment to the trucks in the alley, or lifted therefrom to any desired position. As nearly all classes of goods dealt in in the heavier lines are kept in cases ready for quick shipment, the alleyway gives great facility for rapidity in filling orders. On the south of this alley is the second lot of buildings occupied by the firm, and to which the passageway named bears a like admirably convenient relation.

THIS SECOND GROUP

Of warehouses is known as the L-street division. It is connected with the K-street front by a neat bridge spanning the alley. In no brief space can the reporter describe this section, which embraces the iron and coal warehouses of the establishment. The section covers a space 100 by 160 feet, and includes two brick buildings, which occupy the whole area. The first of these buildings, upon the east, is fitted up with racks of novel and latest pattern for the storage of iron, and along their fronts run railway tracks mounted with cars having tops revolving upon swivel joints. The racks mainly stand at an acute angle to the tracks, so that long iron rods and bars can be discharged from the racks to the cars, or vice versa, with ease and in less space than if otherwise situated. Here, too, in upright racks and along the walls, are stored vast quantities of iron and pipes, in bundles bearing the manufacturer's guarantee metal tag as to quality and measurement, so that the goods can be shipped almost on instant order. Here can be found vast quantities of black, sheet and galvanized iron of all the thicknesses and sizes known to the trade; also gas, water and steam pipes in like variety, wrought iron, lap welded, etc. The racks show Norway shoe-shaped and Swedish bar iron; Norway round, square and oval iron; frog and blister steel, round machinery steel, planer and drill steel; lay, tool and cast steel; heavy fat ane square tool steel; refined iron, steel and bar iron, punched strap (or track), iron, band, hoop oval, half oval and half-round iron, etc.

The west 40 by 160 feet of this section is the coal house. From the L-street level an incline descends into the center of the building and to the alley level. Thus teams can drive in from either grade and out at the other, affording every facility for the receipt and discharge of stock. On either side of the drive way incline are the coal bunkers, above which is stored cask coal. While an immense supply of coal is kept thus stored, it represents only a part of the stock of this firm, as coal is constantly shipped to the customers of the firm direct from car and barge, which never passes through the warehouse at all. In these warehouses are stored other goods, such as buggy, wagon and carriage springs, light and heavy tires, and galvanized, painted and black barbed fence wire in variety. Nails, spikes, wire, and other heavy goods also find storage here.

Just outside the city limits the firm has a safe magazine for the storage of the product of the Oriental powder mills, and also of the Hazard Powder Company, of which powders, with fuse and like supplies, the house carries a large stock, besides a large variety of pistols, guns, sportsman's goods, angler's supplies, twines and cordage from a silk line to a hawser-cable, blocks, pulleys, tackle, etc.

THE EMPLOYES

Of the firm number 33, who are actively and constantly engaged about the buildings described, in Sacramento. The San Francisco house has spacious storerooms on Market street, at its junction with Bush, where also a heavy stock of goods is carried. The facilities of the firm for doing business are obvious, and may be briefly summed up as follows:

1. The firm has business relations with the leading manufacturers and producers of goods in its line throughout the world.

2. It conducts business in a city where local expenses are far less than in the metropolis. It has not great fortunes locked up in "fixed capital," but its capital is mainly in the goods and business, and not in houses and lands which yield no returns.

3. It carries the most extensive stock of any one firm on the coast. It has an old and long-established business, and the centrality of the location of Sacramento enables it to receive goods on the best of terms and ship with greater ease and rapidity than is possible at other points.

4. The economy with which business may be carried on here; the lowness of rentals; the extensive ground-room available by all prominent business concerns; the many lines of rail transportation east, west, north and south and by river; the ease with which goods may be here handled and stored; the fact that goods may be shipped to fully half the State several days in advance of shipments from the bay; that Sacramento is nearer and more convenient to all the transmountain section; all these things are advantages which accrue to the business house under consideration. Many others may be cited, but they will suggest themselves to all thoughtful minds.

HISTORY.

The firm of Huntington, Hopkins & Co., as now constituted, consists of C. P. Huntington, Albert Gallatin, W. R. S. Foye and Charles Miller. The first-named has his residence at the East, the next two manage the Sacramento house, and the last-named the San Francisco house.

C. P. Huntington is a native of Hawinton, Connecticut, where he was born October 22, 1821. He was early taught the necessity of hard labor, and by force of circumstances was made self-reliant. He early removed to Otsego county, New York. He entered upon business life before he reached his majority. He was possessed of great caution, indomitable perseverance and untiring patience, and had a natural love for commercial pursuits. He came to California in 1849, in the old ship Humboldt, and very soon located at Sacramento, forming a partnership with Mr. Hammond, his brother-in-law and a Mr. Schultz, and they conducted first a general variety and soon after a hardware business at what was then 34 K street. In 1852 Hammond and Schultz retired. In the spring of 1853 F. A. Massol and Henry Merwin united with Mr. Huntington in the hardware business. By limitation the partnership expired in two years, and Mason and Merwin retiring went into business on J street, between Third and Fourth streets. Immediately Mark Hopkins formed a partnership under the name of Huntington & Hopkins, and the business was continued at what was then 54 K street, a place yet popularly known by that number, and which is still retained. Mr. Huntington earned his first dollar when about 11 years of age working on the wood-pile of a neighbor. From that time on he

MADE HIS OWN LIVING.

When he became a merchant he was early and late at his store and always ready for hard labor.

It is said that Huntington and Hopkins, when in the infancy of their business, were compelled to practice the most rigid economy, and it is believed that at no time did they ever speculate in mining stock, or carry upon their books bills necessitating forced collections. They were not only diligent in business, but far-seeing and cautious, and at the outset agreed and resolved that they would attain business success and achieve wealth only through legitimate business methods. The firm soon had a liberal credit, and its name early became the best guarantee for promises to pay. The business grew slowly but surely; its gains were real, its expansion genuine, and at no time did the house take a step backward.

These men drew about them, as associates, men of like business principles and political faith. They came of Free Soil stock, and in 1856 cast their political fortunes with the Republican party. Their place of business was not infrequently a council-room for the leaders in the young party. These meetings brought together Hopkins, Stanford, Huntington, Judah, Miller, the Crocker brothers, and others. The desire of the people of the Pacific coast for a transcontinental railway was a frequent topic of conversation, and led in the end to a resolution being arrived at by these men to enter upon the work of building the Central Pacific Railway. Once resolved upon it, determined by the far-seeing financial ability of Huntington, the cautious judgment of Hopkins, the executive ability of Stanford, the business conclusions of the Crockers and Miller, and the technical knowledge of Judah, and supported by a few kindred spirits, they began the great work, in the face of what, to ordinary men, would have been accepted as insurmountable obstacles. This new work soon absorbed their attention, demanded the presence of Mr. Huntington in the East, and called for others to take charge of the growing hardware business of Huntington & Hopkins.

The business of Huntington & Hopkins grew steadily and expanded until the house became the leading one of the interior. In 1868 young men were admitted to the firm, and the house made a long stride ahead and expanded its business with great rapidity.

In 1872 the firm opened a large establishment in San Francisco, made new additions to the Sacramento buildings, and in 1880 has again enlarged and improved its storerooms as described and in keeping with the advance of its business.

MARK HOPKINS

Was born in Jefferson county, N. Y., September 1, 1813, and received a sound business training. He early manifested a love for business life, and proved sagacious, far-seeing and economical in his business practices. He served in his father's store and in other commercial houses. For a time he read law, but his business inclinations soon drew him back to commercial walks. While engaged in the business house of James Rawlin, New York city, the discovery of gold in California was made. He and E. H. Miller, Jr., with twenty-four others, formed the New England Mining and Trading Company and sailed for California on the ship Pacific January 23, 1849, which arrived in San Francisco August 5th of that year. The company disbanded, its venture not proving satisfactory. Mr. Hopkins ascended the Sacramento river to Lassen's Rancho, searching for mines, but returned by land, reaching Sacramento November, 1849. He then began to drive an ox team to the mountains, freighting on his own account. He opened a store near Placerville soon after. In February, 1850, he sold out, walked into Sacramento and entered, with but light capital, into partnership with E. H. Miller, Jr., in the grocery trade. A fine business was soon built up and the firm accumulated property and established its credit on a sound basis. It built the brick store on K street now occupied by Casey & Cronin. Its property was burned by the great fire of November 2, 1852, but soon rebuilt. The flood of 1853 was another blow to the firm, but indomitable perseverance soon restored it. In 1854 the firm amicably dissolved, dividing the realty and personalty equally. Mr. Hopkins went East on a visit in the fall of 1850, and again in the spring of 1854. His retiracy from the grocery business was had with the plan in view of

JOINING HANDS

With Mr. Huntington, which he did in 1855, at 54 K street. In the same block was the business house of Stanford Brothers, and also that of E. H. Miller, Jr., while further up town was the store of Charles Crocker. Out of these three houses came the men Stanford, Huntington, Crocker and Miller, who mainly formed the partnership out of which grew the great accomplishment already referred to—the transcontinental railway—and in which company Mr. Hopkins occupied so prominent a position, and where his counsels and cool judgment were a great power and commanded the respect of all his associates. Mr. Hopkins died March 29, 1878, at Yuma, A. T., and was entombed at San Francisco a few days later.

THE JUNIORS.

Albert Gallatin is a native of Sparta, New York. He came to California in 1860, June, 1861, he entered the house of Huntington & Hopkins as porter. He rose to be a salesman, and in March, 1864, with George P. Howe, entered into business for himself at Dayton, Nevada. In January, 1867, he sold out to Mr. Howe, and again took a place with Huntington & Hopkins as a salesman. January 1, 1868, he and others became members of the firm, which then changed its name to Huntington, Hopkins & Co.

W. R. S. Foye is a native of Wiscasset, Maine, and received his business training and education in Boston. He struck out for new fields in 1856, and came to California. Early in 1857 he became a salesman with Huntington & Hopkins, Sacramento, and January 1, 1868, was admitted to the firm.

Charles Miller is a native of Green county, N. Y. He came to California in 1856, and at once located in Sacramento, finding employment with E. H. Miller, Jr., & Co. as bookkeeper, where he remained until 1860, when he found like employment with Huntington, Hopkins & Co. He kept the place until 1862, when he became chief bookkeeper for Hooker & Co., and subsequently was admitted to that firm. In 1868 Huntington & Hopkins bought out Hooker & Co., and consolidated the business with their own, and Mr. Miller was admitted January 1st of that year to the firm.

H. H. Seaton, of Connecticut, was a bookkeeper with Huntington & Hopkins in 1862, and January 1, 1868, was admitted to the firm. He retired January 1, 1877, and has since resided in Oakland.

Thus briefly is given a sketch of a Sacramento firm, the history of which is inseparably woven with the history of the State of California and the era of her greatest development.

NEW ADVERTISEMENTS.

Union Lodge, No. 21, A. O. U. W., will meet in their hall, corner of K and Sixth streets, THIS (Saturday) EVENING, at 8 o'clock, for general business. Visiting brethren are cordially invited.
P. L. HICKMAN, Recorder. J. N. YOUNG, M. W. [B. C.] m29-1t

Grand Army of the Republic!—All members of Sumner Post, No. 3, are requested to meet at Grand Army Hall, Sixth street, between J and K, TO-MORROW (Sunday) EVENING, at 7 o'clock sharp, in full uniform, to attend Memorial Sermon at Dr. Frost's Church, Ninth street, between L and M.
H. A. BURNETT, Adjutant. J. D. KENT, Post Commander. m29-1t

Pioneers.—The regular monthly meeting of the Sacramento Society of California Pioneers will be held THIS (Saturday) EVENING, May 29th, at 7:30 o'clock, sharp.
CASS P. ANDREWS, Secretary. JOHN S. MILLER, President. [B. C.] m29-1t

THE ROAD TO ARCADE GROVE.

HAVING SEEN A STATEMENT IN THE CITY papers to the effect that the road beyond "LISLE'S" BRIDGE was in a dangerous condition for travel, I wish to state to the public that such is not the fact. The road is perfectly safe for phaetons or any other vehicle. The water is over the road in a few places, but there are no holes, and it is nowhere deep enough to be in any degree dangerous.
EDWARD L. COONS, at Bridge. m29-1t*

KINDERGARTEN.

MISS D. A. CURTIS DESIRES TO CALL THE attention of parents to her Kindergarten and Afternoon Class, at Conservatory of Music, Eleventh street, between I and J. In the latter, public school pupils will have a good opportunity to continue or review their regular studies, and also become acquainted with some of the Kindergarten occupations. Both Classes continued through the summer. Terms the same for each Class: $4 50 a month. [B. C.] m29-1t*

SHERBURN & SMITH

WILL HOLD THEIR REGULAR WEEKLY

AUCTION SALE

This (Saturday) Morning, May 29th,

In front of salesroom, No. 323 K street, at 10:30 o'clock. A very large lot of

HOUSEHOLD GOODS

Will be sold, including Parlor and Bedroom Sets, Mattresses, Pillows, etc.; Chairs, Sofas, Carpets, Stoves, Crockery and Glassware. Also, Mackerel in kits, Soap, Tea, etc.
m29-1t SHERBURN & SMITH, Auctioneers.

DR. HATCH,

OFFICE 84 J STREET.—OFFICE HOURS: 9 A. M. and 12:30 to 2 P. M. m29-1f

NEW ADVERTISEMENTS.

Cadets, Attention.—There will be a meeting of all interested in the formation of the new Cadet Company THIS (Saturday) EVENING, May 29th, at the office of Albert Hart, the Governor's Private Secretary, in the State Capitol building. Cadets are invited. m29-1t

General Relief Committee.

I. O. O. F.—To the members of the General Relief Committee: You are hereby notified and requested to meet the remains of Brother G. R. Godfrey, P. G., of Cedarville Lodge, No. 249, Modoc county, California, which will arrive at Sacramento on Sunday, May 30th, at 7 o'clock A. M. The funeral will take place on SUNDAY AFTERNOON at 3 o'clock, from the residence of Mrs. Landrum, on Third street, between K and L. Members of sister Lodges are requested and most cordially invited to attend the same. By order of the General Relief Committee, I. O. O. F.
m29-1t [B. C.] ALBERT MANNING, President.

GROCERS.

LATE ARRIVALS.

40 CASES ENGLISH BRAWN.....(2 ℔ cans)
(Something new and very superior goods).
40 CASES LUNCH PIGS' TONGUES.
72 BBLS "OUR TASTE" HAMS.
1 CASK CHOICE PRUNES.
20 BBLS CHOICE CURRANTS.
20 BXS "GOLDEN BLOCKS" TOBACCO.
40 BXS "OLD HONESTY" NAVY.....(pounds)
500 ℔s "POWHATTAN" SMOKING TORACCO (½, ¼ and 1s).
25 CASES SWIFT & COURTNEY'S PARLOR MATCHES.
25 CASES "ALLIGATOR" MATCHES.
45 CASES FISCHER'S FLAVORING EXTRACTS (The finest Extracts in market).
25 CASES FRENCH MUSTARD.
80 BXS KING BAKING POWDERS.
20 CASES VERMONT MAPLE SYRUP.
50 PAILS "CHARM OF THE WEST" FINE CUT TOBACCO.

ORDERS RESPECTFULLY SOLICITED FROM THE TRADE.

HALL, LUHRS & CO.,

WHOLESALE GROCERS,

Corner of Third and K streets, Sacramento

MARRIED.

Sacramento, May 26—By Rev. Robert Bentley, Geo. T. Torrals, of Ione City, to Josephine Davis, of this city.
Sacramento, May 9—By Rev. Robert Bentley, Perry M. Bryant, of Mountain Bar, to Ada E. Winters, of Davisville.
Sacramento, May 9—By Rev. Robert Bentley, Wm. G. Bryant, of San Jose, to Lizzie Cole, of Davisville.
Honcut, May 23—By Rev. H. Krebs, John H. E. Haselbusch to Helena L. Steinkamp.
Yreka, May 22—John Ritz to Nellie Morgan.

BORN.

Placerville, May 25—Wife of B. A. Downey, a son.
Chico, May 27—Wife of J. Franey, a son.
Chico, May 27—Wife of M. E. Burroughs, a son.

DIED.

Oakland, May 28—At the residence of her daughter, Mrs. W. T. Crouch, Mary, wife of J. Crissman (sister of Mrs. E. B. Crocker and Mrs. A. L. Bender), 69 years.
[Funeral from the C. P. R. R. depot, on arrival of train at 1:40 o'clock, to-morrow (Sunday).]
Sacramento, May 27—Edward Cummings, a native of Michigan, 21 years, 11 months and 10 days. (Michigan and Austin, Nev., papers please copy.)
[Friends and acquaintances are respectfully invited to attend the funeral, which will take place from the residence of his step-father, Patrick Jeffreys, corner of Front and N streets, this afternoon, at 3 o'clock, thence to St. Rose Church, where funeral services will be held.]
Cedarville, Modoc county, May 25—Professor G. K. Godfrey, a native of New York, 54 years and 8 days.
[Friends and acquaintances of Mrs. M. Landrum, his sister, are respectfully invited to attend the funeral, which will take place from her residence, Third street, between K and L, to-morrow (Sunday) afternoon at 3 o'clock.]
Vallejo, May 27—Letitia R. Cully, 9 years, 10 months and 27 days.
Shasta, May 26—Charles Boell, 66 years.

VEGETINE.

A Home in the Celestial City!

MINNEAPOLIS (Minn.), Dec. 18, 1878.
H. R. STEVENS, Boston: About 2½ years ago, I had a fever; the doctor gave me some poisonous medicine, drove the disease into my leg, and it broke out, and has been from two to ten running sores ever since. I could not sleep a fourth of a night once in six months, and a great many nights was compelled to get up and take opium—a piece as large as a pea—to deaden the pain. I have tried everything I could hear of. In fact, I have paid out hundreds of dollars and found no relief until I commenced taking VEGETINE, and now I can go to bed at 8 o'clock at night and sleep until 7 o'clock in the morning, and no occasion to waken from pain. I was used up, perfectly dead inwardly, and frequently when I would get up, would be dizzy, and have to put my hand on something to keep from falling; but since I commenced taking VEGETINE it has all disappeared, and I feel like a new man. My honest conviction is that it will cure my leg entirely, from the present looks and feelings. I shall continue taking VEGETINE, and recommend it to all whom I come across; and I hope the man who introduced VEGETINE into the United States will have a home in the Celestial City. Yours most sincerely, W. S. LEACH.
Mr. Leach is a gentleman well known here, and is the owner of the celebrated Turbine Water Wheel.

DRUGGISTS TAKE VEGETINE AND RECOMMEND IT.

H. R. STEVENS, Boston: I have been selling VEGETINE ever since it came into existence, and have recommended it to my customers. I have tried it myself, and find it a great blood purifier and renovator of the system.
M. M. SALMON, Druggist, August 22, 1878. Burlington, Iowa.

W. HIPPEE, M. D., SAYS:

H. R. STEVENS, Boston: I have sold your VEGETINE for over a year, and have heard every person who has used it speak favorably of its good effects.
W. HIPPEE, M. D., Druggist, Sept. 10, 1878. Des Moines, Iowa.

DR. W. ROSS WRITES:

Scrofula, Liver Complaint, Dyspepsia, Rheumatism, Weakness.

H. R. STEVENS, Boston: I have been practising medicine for 25 years, and as a remedy for Scrof