ORIGINAL DEFECTIVE

THE DAILY RECORD-UNION.

TUESDAY.....JULY 20, 1880.

Signal Corps Report—July 19, 1880.

TIME.	BAR.	THR.	HUM.	WIND.	RA'N	WEATH.
4:02 A. M.....	29.86	60	79	S. 12	....	Clear
7 A. M.....	29.89	67	67	S. 12	....	Clear
8:02 A. M.....	29.90	68	65	S. 14	....	Clear
2 P. M.....	29.87	83	46	S. 8	....	Clear
8:02 P. M.....	29.86	70	59	S. 10	....	Cloudy

Max. ther., 85 degrees. Min. ther., 58 degrees.

ADVERTISEMENT MENTION.

Ten-acre tracts for sale—Carl Strobel.
German girl wants a situation.
F. and A. M., Concord Lodge—To-night.
Garfield and Arthur Second Ward Club—To-night.
Drug store for sale - Daniel Woods.
I. O. G. T., Capital Lodge—To-night.
Lost—A shepherd dog—Longton & Anthony.
Improvement of Wilmington harbor—Bids.
Caledonian Club—To-night.

Auction.

D. J. Simmons & Co.—House and lot—11 A. M.

Business Advertisements.

Tronic Fruit Laxat ve—J. E. Hetherington, New York and San Francisco.

LOCAL INTELLIGENCE.

MERCHANDISE REPORT.—The following freight for Sacramento passed Ogden on the 17th: For Huntington, Hopkins & Co., 1 case butts, 12 cases axes, 2 cases mattocks, 1 case hatchets, 2 cases sledges, 2 cases hardware, 2 bundles castings, 10 bundles fork handles, 2 cases saws, 3 rolls leather; Baker & Hamilton, 37 coils cordage, 8 bales belting; Terry McMorry, 7 cases drugs, 2 cases oil; Bell & Kolliker, 1 case perfumery; Geo. O. Bates, 2 cases harvester repairs; Charles Heinrich, 5 cases and 1 tub cheese, 1 box sausage; James I. Felter & Co., 2 cases cigars; Continental Oil and Transportation Company, 1 tank oil; Lindley & Co., 10 barrels whisky, 2 casks prunes, 1 package and 24 bales tobacco, 15 cases maple syrup; W. F. Peterson, 2 cases chocolate; R. N. Flint, 1 bicycle, 1 bundle attachments; C. W. Rapp & Co., 1 case crackers; Standard Oil Company, 1 car load oil; J. G. Davis, 11 cases walnut stock; Adams, McNeill & Co., 20 kits fish, 5 kegs, 10 boxes and 18 packages tobacco; Whittier, Fuller & Co., 3 cases moldings; Ackerman & Co., 1 cask glassware; Central Pacific Railroad Company, 1 case hardware, 1 case steel; H. A. Weaver, 1 box paper; Mebius & Co., 3 packages tobacco; Billingsley & Co., 1 sack corks, 4 bundles twine; W. A. & C. S. Houghton, 1 box paper; M. C. Hawley & Co., 3 bundles belting; Hall, Luhrs & Co., 2 packages tobacco; W. O. Thrailkill, 1 box dental goods.

POLICE COURT.—In the Police Court yesterday, William Broderick, accused of petit larceny, was tried and discharged. Eddie Johnson, disturbing the peace, and J. Murphy, same charge, cases continued till to-day. E. Sheehy, violating health ordinance, discharged on payment of costs, having abated the nuisance. Ah Toy and Ah Sam, same charge, discharged for want of prosecution. —Lucien, disturbing the peace, continued till the 24th. Charles Virgin, drunk, forfeited $5 deposit. Jerry Craven, exposure of person on the Capitol grounds, continued till to-morrow. Ah Come, petit larceny, found guilty of stealing a $6 opium pipe, fined $30 and costs. A list of drunks were disposed of as follows: Michael Heath, forfeited deposit of $5 and left; "No. 7," the same; Lizzie Wilcox, same; T. Crow (Indian), fined $10 and costs; Frank Cafferty, $1 and costs, and Dick Rivers, found lying in the middle of the alley back of Western Hotel yesterday morning, dead drunk, fined $10 and costs.

EXPOSURE OF PERSON.—Yesterday in the Police Court a fellow rejoicing in the name of Jerry Craven was arraigned upon a charge of indecent exposure of his person. The defense, however, were not ready for trial, and asked and was granted a continuance until to-morrow. It seems that having no better occupation the craven wretch occupied his time in making a disgusting exhibition of himself in the Capitol Park in the presence of ladies and little children. He will have an opportunity, doubtless, to discuss the beauties of the chain-gang with his Honor Judge Henry this morning.

INCORPORATIONS.—Articles of incorporation have been filed with the Secretary of State of the Union Consolidated Mining Company, to carry on a general mining business in the Bodie mining district, Cal. The Directors are C. P. Chapman, W. H. Secor and F. E. Loud; the capital stock is $1,500,000. Also, the Sycamore Consolidated Mining Company. The principal place of business is in San Francisco, the capital stock $100,000, and the Directors are as follows: James Teaff, S. H. Mather, C. E. Gillett, C. German and A. L. Byron.

OBSTRUCTION TO STREET LAMPS.—Frequent complaints are being made to the police in reference to trees within the city, the limbs upon which are allowed to grow down around street lamps in such a manner as to entirely obstruct the light except immediately underneath. If owners of trees which are thus depriving the public of full benefit from the lamps will promptly attend to them, the trimming will no doubt be done with a saving of trouble and much more satisfactory to the owners than if left to be looked after by the authorities.

FREIGHT MOVEMENTS.—The following car loads of freight were received in this city yesterday: 2 of wheels, 5 of steel rails, 7 of lumber, 1 of lime, 1 of fruit, 1 of wheat, 1 of lath, 1 of wood, 1 of coal, 1 of wagons. Through carloads were sent eastward as follows: 23 of wool, 1 of rags, 3 of canned goods, 4 of merchandise, 1 of fruit, 1 of potatoes, 1 of onions, 1 of abalone shells, 1 of quicksilver, 11 of coke, 1 of hides, 1 of malt, 1 of leather, 1 of ore, 1 of salmon, 1 of coal oil.

THE NEW FREIGHT DEPOT.—The foundation of that part of the new freight depot lying north of the south line of J street will be completed to-day. The delivery of timber and lumber to be used in the building was commenced yesterday, when several carloads were received. A large force of carpenters have arrived from Oakland and will today commence the erection of the framework, under the superintendence of Frank S. Dent, foreman of construction.

BOARD OF EQUALIZATION.—The assessment roll was yesterday turned over to the Clerk of the Board of Equalization. All who are dissatified with the Assessor's valuations can now have a chance to ask a reduction, provided always they apply to the Board of Equalization in proper season.

ALARM BELL REPAIRED.—The alarm bell at the fire-hose truck-house on Fifth street has been out of repair and striking irregularly for the week past, but was yesterday overhauled and test alarms afterwards turned in were correctly given.

NEW CITIZEN.—Yesterday John Conrad, a native of Germany, was admitted to citizenship upon the production of his certificate of honorable discharge from the United States army and the testimony of F. W. Smith and A. H. Rott.

CAMPING PARTY RETURNED.—The camping party consisting of J. M. Haight and wife and E. C. Arnold and wife have returned from their tour to the Big Trees and Yosemite, and report a most enjoyable thirty-day trip.

SOUTHERN PACIFIC.—Every one at the railroad shops is as busy as it is possible to be. Recently orders were received to build for use upon the Southern Pacific Railroad thirty-four cars, and for the present work is plenty.

TAKEN EAST.—Deputy United States Marshal Brown passed through the city en route for Detroit on Sunday, having in charge a man by the name of Chapman, who was arrested in Arizona on a charge of murder.

DID NOT MEET.—The Board of City Trustees did not meet yesterday on account of the absence of Trustees Turner and Johnson. Wednesday the Board will meet at 10 o'clock A. M. to transact business.

TRADE-MARKS.—Wm. Ward & Co., of San Francisco, have filed their claim to the trade-marks "Old Cabinet," "Old Kentucky," "Old Monogram," and "Golden Wedding" Bourbon whiskies.

BOARD OF SUPERVISORS.—The Board of Supervisors met at 10 A. M. yesterday, but transacted no business, except allowing two or three small bills.

THE finest line of summer silks to be found in the city, in checks, stripes and mixed black and white, from 50 cents up. Dress Goods Department, Mechanics' Store. *

WE have just opened to-day twenty cases of our Gilman Pioneer working boots, only $3. Red House. *

GOOD heavy buff, calf, men's low shoes, only $1 50, at the Red House. *

CAPTAIN EADS.

ARRIVAL OF THE EMINENT ENGINEER IN SACRAMENTO.

Some Sketch of Him and His Works, and a Report of a Conversation with Him Yesterday.

Captain James B. Eads, the widely-known and eminent civil engineer, arrived in this city yesterday to assume the position of Consulting Engineer for the State upon the debris retention problem, and the question of the improvement of our navigable rivers. He took rooms at the Arcade Hotel, where his headquarters will be for the present. He proposes to apply himself at once to the business which has called him to the coast, and his verdict upon the problems named will be awaited with the profoundest interest.

Captain Eads is a native of Lawrenceburg, Indiana, and is about 60 years of age. He is about 5 feet 10 inches high, of spare build, dark gray eyes, hair almost white, full gray whiskers worn short. He was yesterday visited by a representative of the RECORD-UNION, who requested his views upon various engineering topics, and, of course, upon those of such deep local significance. He was found to be a gentleman of unassuming manners, very plain and modest and of pleasing affable disposition. He warms instantly upon engineering subjects being broached, and seems to derive great pleasure in speaking of them. Concerning our mining debris, the scouring out of the Sacramento river, and the protection of lands from its overflows, Mr. Eads, while conveying the idea by his expressions that he was somewhat surprised at the alleged extent of detritus deposited, and the character of the river to be treated, yet was not embarrassed by the problems involved, and he will approach the work with boldness. He refused to express any opinions concerning these questions, and said he should refrain from doing so until he had made examinations to justify them.

Captain Eads was asked if it was true that he was a steamboat Captain at one time.

He replied that he was first a clerk in a dry goods store, and in 1839 became clerk of a Mississippi steamer. He devoted all his spare moments to the study of engineering during that time. He was never a steamboat captain.

He was asked what was his first practical work.

He replied that in 1842 he constructed a diving-bell boat, followed by larger boats and apparatus for recovering sunken cargoes and vessels. In this work he was largely engaged, working his inventions upon the Mississippi and other rivers. Later he erected glass works at St. Louis.

Captain Eads was asked when the idea first occurred to him to enter on the work of improving the navigation of the Mississippi.

He replied that in 1856 he proposed to remove obstructions in the channel of Western rivers, the Ohio, Mississippi and other streams; but though a bill passed the House in Congress for the work in 1857 it was too late for the Senate.

"When did the question of building ironclads for the river first present itself to his mind?"

"In 1861," he said, "the President counseled him relative to the construction of armor-plated boats, and he built for the Government eight such boats within 100 days. They were the first ever used by the United States Government, and some of them were in the fight at Fort Henry a long time before the Monitor descended on the rebel ram in Hampton Roads. The next year he constructed six iron-turreted and iron-plate vessels for the Government, with machinery for working the 15-inch guns by steam, so that every three-quarters of a minute they could be discharged, and thus steam was first brought into use in the working of heavy artillery."

Captain Eads was asked when he entered upon the work of the great bridge over the Mississippi at St. Louis?

He replied that the work extended from 1867 for seven years.

What was the span of the arches of that structure?

One, the central, is 520 feet in the clear. The side arches are 502 feet.

The details relative to this great structure and its massive piers are matters of scientific record and Captain Eads was not pressed further regarding them.

Regarding the next great work of Mr. Eads he was questioned concerning the improvement of the Mississippi river, which has been an engineering problem for forty years.

Captain Eads says that the Engineering Commission of the United States in 1874 recommended the construction of a canal near Fort St. Philip, to connect with Breton bay, and thus avoid the bars at the mouth. He opposed the plan, and favored deepening the water on the bar by parallel jetties running into the sea across it. These would prevent the river from spreading on its entrance into the gulf and losing its force or velocity, and consequently its power to carry on its sediment.

How was this opposition and proposition received by the engineers? was asked.

They opposed his suggestions—at least, most of them—but Congress had its attention called to the matter, and he and his friends having proposed to deepen the water to 30 feet, and to assume all the chances until they had deepened the stream to 20 feet from the average depth of 14 feet, that body referred the matter to another Board of Engineers, and it resolved to permit him to try the plan on the smallest pass, though he subsequently gained consent to do the work on the larger pass. As a result the lower house of Congress passed the necessary bill, but the Senate objected and he was forced to begin on the small or South Pass. Here he found two bars, one in the river and one in the sea; the first had but 14 feet of water, and the latter only 8 feet. He was to be allowed but $5,250,000 when the estimate called for a much greater sum, and he was to get $500,000 when he had made a channel 20 feet deep and 200 feet across. Other payments were to follow as he deepened the stream. He was compelled to consent also to the Government retaining $1,000,000 after the work was complete, as a security for the pledge that the work should not cost over $100,000 a year for 20 years. But Congress found, subsequently, that such a contract was unjust, as it required half of all the work to be done before he could draw the first payments, and when 22 feet was reached it was found that eighty per cent. of the work would be accomplished. Accordingly the Government advanced Mr. Eads $1,000,000, and sent a Board of Engineers to examine the work and see if further aid could properly be extended. This Board was pleased with the work but thought no further advances necessary, but Congress, when it found that nearly eighty per cent. of the work was completed, advanced $750,000 more. In July of last year the depth of 30 feet was attained for a width of 200 feet, and the Government paid over the $4,250,000 remaining in its hands.

Concerning the Captain's system of improving the scouring capacity of rivers, he has written several works. Last year Congress placed him on the Mississippi River Commission to devise a plan for improving the navigation of that stream and to prevent inundations. He believes that by contracting the river high-water banks at the wide places, so as to establish uniform width through the alluvial sections, the stream can be made of like depth from the mouth of the Ohio clear down to the Gulf of Mexico. Passing from these considerations of his past works, and concerning which it was necessary to draw out the Engineer by question, from his disposition not to vaunt his achievements, the RECORD-UNION representative approached subjects upon which Captain Eads spoke more freely and with much animation, and the result is given by question and answer.

Question—You have recently been to Europe; how long since was that?

Answer—I returned a little over six months ago. I went there last August.

Q.—Was your trip for scientific investigation?

A.—I went to examine the Suez canal and some of the rivers that were being improved in Europe.

Q.—I believe you saw a number of extensive and noted engineering works while there?

A.—Yes. I examined the causes of the great inundation at the city of Szegedin in Hungary, on the Theiss river, where 6,000 houses were destroyed in a city containing only 6,600 houses—ten out every eleven. I went to examine it with reference to the improvement of the Mississippi river and the Sacramento river also—to see if it had any bearing upon the improvements of these two rivers. I had then promised Governor Irwin that I would visit California to examine the Sacramento. Examined 150 miles of the Theiss river down to its connection with the Danube, and inspected the improvements on the Danube over a distance of about 700 miles to the city of Rutschuck in Bulgaria. From thence by Constantinople I went to the Suez Canal. I made a thorough examination of that work.

Q.—Does the Theiss river bear any resemblance to the Sacramento?

A.—None whatever. Except that it is a sediment-bearing stream and it is leveed in.

Q.—Was the deposit of sediment and filling of the river the cause of the inundation?

A.—No.

Q.—Has any great amount of money been expended in the improvement of the Theiss river.

A.—Yes; a very large sum has thus far been expended by the Austro-Hungarian Government. It is a very long river—over 800 miles long—narrow, deep and exceedingly tortuous. It flows through a very flat country, and has very little fall per mile. The levees generally inclose the bends of the river—that is, they do not follow the tortuous curves of the river, but are generally built from one bend to another, so that in floods the stream is much wider than when it is within banks. The Government has undertaken to improve the river and facilitate the discharge of its floods by making a great number of cut-offs, by which the surface slope of the river is deepened and the current accelerated. Szegedin is 150 miles above the mouth of the river, and most of these cut-offs were finished above the city, but those below were not completed. The flood waters were therefore facilitated in their descent to Szegedin, but from there, the cut-offs not having been completed, the accelerated flow was retarded, and the river rose more than two feet higher than it had ever been known before. The levees at Szegedin are from eight to ten feet high.

Q.—Was your object in visiting the Suez Canal in the line of investigating its construction.

A.—I wanted to inform myself as to the character of the Isthmus of Suez as compared with that of the American Isthmus, so as to be thoroughly informed regarding the proposals which I have made to the United States Government to construct a ship railway across the American Isthmus.

Q.—What were your impressions in that regard?

A.—The conditions presented by the two isthmuses are totally different, and that the ship railway is the only practicable solution of the American problem.

Q.—But it is reported that the Nicaragua canal parties have raised the money to build their canal. Will not that interfere with the proposition to build a ship railway?

A.—The cost of building a canal, and the time necessary to complete it, are so much greater than that which is required for the ship railway that, although Mr. Lesseps or Mr. Menocal might have the money promised to build their canals and five years' start in the work, a ship railway will be shown to be so much more economic, more advantageous, more rapidly built and more profitable when built, that it would inevitably be built and completed before either of the canals could be finished. For this reason I do not believe that a ship canal will be constructed across the American Isthmus. I have no confidence, however, in reports that the capital has been promised for a ship canal, either at Panama or Nicaragua. Capital is excessively timid, and capitalists are not going to furnish money to build a canal at either place, when engineers of the very highest standing in America and England declare that a ship railway can be built for one-quarter or one-third of the cost of the canal, and in one-third the time. The ship railway can also be maintained after it is built at as little cost, and will more effectually accommodate the traffic and be more easily enlarged to meet increasing demands of commerce.

Q.—About how long would it probably take to construct a ship railway?

A.—This would depend somewhat upon the location of the road, but one advantage which the ship railway possesses over the canal is that any location which is suitable for the canal is equally suitable for the railway, while the railway may be constructed at several other localities where it would be impossible to construct a canal. Four years from the time work was commenced would be sufficient to have the ship railway in working order, and the Tehuantepec is quite as practicable a location for it as Nicaragua or Panama. If it were located there it would also shorten the distance between New York and California at least 1,300 miles over the route by Panama.

Q.—What is the objection to the tide-level canal?

A.—The objection lies in the enormous cost which is involved in its construction, and the enormous expenditure necessary for its maintenance afterwards. It has been estimated by Mr. Lesseps' engineers that it will cost $168,000,000 to construct the work, and this sum does not include interest upon the capital during the several years of its construction. His estimate for the Suez Canal was not half as much as its actual cost. There are reasons to believe that the real cost of the canal at Panama would be more than double the published estimate for it—at least this is the opinion of the ablest engineers in the United States. When we undertake to excavate a canal below the ocean level there is no engineer wise enough to foretell what amount of water the ocean will supply through subterranean fissures, to be pumped out during the excavation. It is bad enough to take care of the rainfall upon the surface, which must be done in constructing any canal. This of itself at Panama is enormous, whilst the necessity of damming the Chagres river, which is required by Mr. Lesseps' plan, is another work the cost of which would be very difficult to estimate.

Q.—You have spoken of the enormous cost of maintenance. In what would these consist?

A.—In dredging out the canal to remove the vast quantity of soil and material which would be washed down in the deep cuts into the canal, and in the ordinary expenses which attend all such works. The cost of maintaining the Suez is about $1,200,000 per annum, and the hight of its banks are moderate compared with those which would be required at Panama.

Q.—What is the objection to the Nicaraguan canal?

A.—The greatest objection which occurs to me is the difficulty of constructing a harbor at Greytown. I think this difficulty has been greatly underestimated for reasons which I have not time now to explain. Of course the canal would be useless even if coupleted, without good harbors at each end of it, and I think Greytown presents as grave difficulties in the way of constructing harbors as any point on the Isthmus. Another objection consists in the number of locks which are required by the plan. An injury sustained by any one lock renders the canal useless for the time being until it is repaired. Ships must also enter locks with the greatest possible caution, to avoid injury to the gates, and such caution involves great delay and annoyance. Besides this the cost of maintenance of the canal will be largely increased by the cost of repairs involved by the locks.

Q.—Can the cost of the ship railway be any more accurately foretold than that of the canal?

A.—It can be much more accurately ascertained because a careful topographer's survey of the country will enable you to tell exactly the amount of excavation necessary, and the work is almost wholly on the surface of the ground. It will differ but very little from that of ordinary railways, the cost of which can now be very accurately determined beforehand.

Q.—Although you have already intimated that you do not wish to give opinions in reference to the subject of debris until you have fully investigated the subject, could you say what you regard the probabilities of improving the Sacramento river and overcoming the injurious effects from the hydraulic mining?

A.—I have come to California purposely to examine into this question, and when I have done so my views will be given officially to the proper State authorities; until then I must be excused from expressing any opinion upon the subject.

In conclusion Captain Eads remarked that he expected to be able to fully investigate the subject in hand within four or five weeks, when he will again return to the East.

PERSONAL.—Captain James B. Eads, the widely-known civil engineer, arrived in the city on the Reno express yesterday afternoon about 3 o'clock, and is stopping at the Arcade. He is accompanied by Hon. A. G. Cochran and wife of St. Louis....E. R. Hamilton and family left for Monterey and Santa Cruz yesterday ...N. D. Rideout is at the Arcade, also T. H. Williams...Mrs. J. L. Huntoon goes to Pacific Grove, Monterey, to day....Mrs. W. R. S. Foye went to Santa Cruz yesterday....Dr. W. W. Light returned yesterday from Solano county....H. H. Linnell, who has been traveling in the southern part of the State for his health, is again at home....Mrs. E. A. Bowyer, Mrs. W. A. Butterfield and Mrs. Seeley go to Monterey to-day and will remain about a month.

CORRECTIONS.—Mention has been made that boys at Twelfth and D street have been arrested. Mr. Donahue, who lives there, and has boys, wants it understood they are not his boys who have been arrested, and they are not. Let it be so understood, as he requests....Martin Ryan, who was arrested Sunday night, wants to whip somebody for calling his place a "dive." Correction is made; "dive" properly means an underground place of bad odor. Ryan's place is an above-ground dive, but none the less of bad odor, and now Martin can begin the whipping.

GENTLEMEN, remember the lines of medium-weight suits, in tweeds, cassimeres and cheviots, placed in stock recently at Mechanics' Store. *

A GREAT BARGAIN!—Ten dollars will secure a handsome French china decorated tea set of 44 pieces, at Ackerman & Co., No. 629 J street.

LOOK OUT FOR GREAT SALE OF BOOKS, Wednesday afternoon, at M. Pflug's auction and salesrooms, No. 1016 Fourth street, between J and K.

LADIES desiring summer silks, in either checks, stripes or neatly mixed black and white, should examine the stock at Mechanics' Store. *

PURE DRUGS and chemicals at the Boston Drug Store. *

DEPOT LIVING.

The Conveniences at the Railroad Depot for the Public.

Unless a person has made special examination into the arrangement of conveniences at the new depot for the accommodation of the traveling public, he is not likely to form an adequate idea concerning them. A mere passing glance or general view does not convey a correct idea of the matter. There is probably no depot more conveniently arranged. It is the verdict of tourists from the East that the Sacramento depot, while less elaborate than some, is one of the very best in the entire country in its general arrangement and its convenience for the traveling public. It is large, airy, roomy, and its interior appearance pleasing to the eye. The general architectural features of the depot and its size have already been stated in these columns, but since its completion and occupancy no sketch of its internal arrangements has been given. These are simple and do not involve lengthened description. The depot nave can accommodate under shelter on its four tracks six ordinary passenger trains, and it is not unfrequent to see four or five made-up trains under the shelter at once. At both the east and west ends the back spaces are large and the baggage reserves ample. The south center of the structure contains the rooms and apartments which are specially devoted to the public. On the extreme west is the baggage-room, and on the extreme east the porter's rooms. Beyond these either way the depot building is open, with pillared supports, as has been before described in the RECORD-UNION, but between the two—completely fitted-up and neatly finished apartments—are the rooms devoted to the refreshment department, and as these are the main features of the inclosed section, to their description this account will be devoted. The apartments compose what is known to the traveling public as the Silver Palace Dining Saloon, which is under the proprietorship of Bernard Steinman, who conducted the establishment of that name located in the old depot, formerly on Front street. The entire management of the dining and lunch-rooms, wine-rooms, bars, etc., is under the personal supervision of Mr. Steinman, whose acquaintance with the business and the demands of the traveling public is the result of many years of experience and close application to the business of catering. First, on the west, the visitor comes to the lunch-room, a neat apartment in which is kept a large stock of prepared provisions, cooked, canned, etc., with bottled beverages in variety, baskets, cases, etc., for the preparation of travelers' luncheons for use in the cars. On this department Steinman prides himself, and declares that he can prepare an outfit to suit any passenger by a glance at his face, which gentle fiction can be pardoned the caterer. Cut off from the lunch room is the new telegraph office of the Western Union Company. Upon the east side of the lunch-room is an alcove opening upon a soda fountain and fruit counter, which is situate upon the north of the ladies' waiting room, an apartment next east, 30 by 25 feet in size, and fitted with comfortable settees for the convenience of ladies awaiting the arrival or departure of trains. Broad folding doors open from this room upon the passengers' platform on the north, and like doors protected by wire screens open on the south into the dining-room. In the northeast corner is an alcove window opening into the depot ticket office. Back of this office, and on its south, are situate the lunch counters, which inclose a large space between the ladies' waiting-room and that for men. At these counters a luncheon of any desired kind can be served, and the passenger has free choice to dine here or enter the dining-rooms beyond. In the first place he can accommodate himself or herself with a meal at such price as desire dictates, in the latter case the more elaborate meal is served in the dining-room for seventy-five cents, a figure which travelers bear testimony to as being exceedingly reasonable. The waiting-room for men is the counterpart of that for women. Out of both these rooms and either side of the lunch-counters open the broad doors to the very handsome dining-room, an apartment 60 by 45 feet in size, and set with tables to accommodate 150 persons. This room is a cool and airy apartment and desirably lighted. The windows are fitted with inside blinds and wire insect-proof screens, like screens also being fitted upon every door and opening. The tables are of varied sizes, to accommodate large or small groups, are spread with new and neat ware and handsome substantial crockery and fittings, and the service is by experienced waiters under the supervision of a steward of approved ability. Six double gas hangings light this large apartment at night. On the east of the dining-room and connected with it by two sets of double doors behind large oval screens, is the kitchen, which is a model in all respects. It is large, admirably ventilated, and so roomy and so well fitted that the work of the place is carried on with the utmost dispatch and without the slightest confusion. The range in this kitchen is one of the largest and best in the country, and there is no appliance known to the best character of ranges that is not applied to the one in question. A drying-oven warming-closet are here to be seen, and washing sinks and dripping shelves, etc., of the most approved character. In this department "Joe" Daniels, one of the best known cooks in the country, presides. The kitchen, under his supervision, is as clean as "my lady's parlor," and the most scrupulous regard for neatness is observable in every nook and corner, as well as the inflexible enforcement of the rule, "A place for everything and everything in its place." On the north of the kitchen is the pastry-room, devoted entirely to the work which its name implies. Passing out of the kitchen on the east and north is the yard where the bins, storage, provision racks, etc., are found. Here, too, is the store-house, a large and well-arranged building for the "stock" necessary to answer the constant demands of the restaurant. Adjoining this apartment on the north is the butcher shop for cutting up of meats as needed for the tables. In this shop, where the same neatness prevails as throughout the establishment, is a large refrigerator, constructed on a plan original with Mr. Steinman. When one enters this refrigerating room from the warm atmosphere outside he is chilled by the sudden transition to the cold air. Game, fowl, meats and other perishable provisions are kept sweet and in prime order in this chamber for a week. Returning through the dining-room and entering the men's waiting-room before described, and passing to the front or north side, one enters the bar and wine-room, where liquors and cigars are kept at retail, or for passengers' packages as required. This wine-room and bar is stocked with liquors and tobaccos of fine brands, which are selected with special care. All the California wines come from one of the most approved vineyards in the State, where neither pains nor money is spared in the culture of the vine, the extraction of the juice of the grape, and the proper preparation of wines. Were there rooms for lodgings attached to the establishment thus hastily sketched, it would be a complete hotel, as in all other respects, table service, kitchen and other appointments it is of the first-class order. Above the waiting-rooms and the ticket office is a second story, approached by outer stairways—all beneath the general roof of the great nave—which lead up in the east and west to a hanging balcony, opening off of which are the offices of Superintendents Pratt and White, the train dispatcher's rooms and other offices, all being finished uniformly with the lower apartments, and admirably adapted to the use to which they are devoted. This, in brief, is a sketch of that portion of the new depot in which is embraced the department, a visit to which at dinner or lunch time, or indeed any other time, will explain what is meant by the head line of this local, "Depot Living."

INDEPENDENT ORDER OF RED MEN.—The Grand Stamm of the U. O. R. M., or Independent Order of Red Men, will meet in this city on Monday next. Representatives from all portions of the State will be present. Delegates are expected to arrive here on Sunday. They will be received at the depot by a committee from Sacramento Stamm and entertained during the day and given an opportunity to view the city and surroundings and the prominent buildings and parks. Monday and Tuesday will be devoted to sessions of the Grand Stamm or Lodge. On the evening of Tuesday Sacramento Stamm will give, in honor of the Grand Stamm, a summer right festival at Richmond Grove, and will on Wednesday also give a banquet at Fisher's Restaurant in honor of the Grand Stamm. The Independent Red Men anticipate a season of great enjoyment and gayety during the session.

REAL ESTATE SALE.—At 11 A. M. to day, D. J. Simmons & Co. will sell by auction, on the premises, lot 6, Nineteenth and Twentieth, M and N streets, 60x160, with an elegant new house, just finished, and built for the owner. The house is elegantly and substantially built. Also, the household furniture of the family.

EDGINGS AND INSERTIONS, in pieces varying in length from 1 to 4½ yards, at greatly reduced prices, at Fancy Goods Department, Mechanics' Store. *

J. F. CUTTER'S OLD BOURBON.—This celebrated Whisky is for sale by all first-class druggists and grocers. Trade mark—Star within a Shield.

INFALLIBLE FEVER AND AGUE REMEDY at Boston Drug Store. *

BOARD OF EDUCATION.

The Board of Education met last evening. All the Directors were present except Mr. McClatchy, who was absent from the city.

The minutes of the last meeting were read and approved.

The following postal-card was received from the proposed teacher of the Quincy method, she having been offered by the Board $1,000 to come to Sacramento for one year:

QUINCY, July 10, 1880.

I have decided not to come. My child is an invalid, and the extra expense incurred on his account would not admit of my coming on a salary such as you have proposed for one year, length of time beyond that being uncertain. Respectfully,

LYDIA L. FOLLETT.

A large number of applications for transfers of pupils were read, debated and referred to the Superintendent with power to act. Miss McCoy, sick was authorized to transfer two pupils from one class to another at Fourth and Q streets. She was also given power to transfer pupils to Miss Hess' class sufficient to fill it as she may think proper.

Petitions were filed asking that the Grammar schools open at 8 A. M. and close at 1 P. M., and one to open at 8:30 A. M. and close at 2:30 P. M. Both petitions were placed on file, the Board not being inclined to grant either petition.

Applications for the position as drawing teacher were received from Mrs. Ostrom and Miss Powell. On the notice to reconsider the motion passed at the last meeting to employ a teacher of drawing, the Board refused to reconsider by the following vote: Ayes—Hornblower, Lord, Weimeyer. Noes—Butler, Stalker, Tracy, Griffitts.

A motion to postpone the election of a drawing teacher one week was lost.

Mr. Tracy offered three resolutions—one notifying teachers that they are expected to qualify themselves to teach industrial drawing; one that in elections and promotions their qualifications to teach industrial drawing will be taken into account. These two were adopted, and the third changed and agreed to to the effect that teachers be requested to form classes among themselves for instruction by Mrs. Binney, Mrs. Jackson, or other persons.

The Board then proceeded to the election of a teacher of drawing, and Mrs. L. H. Wells was elected for one year.

The Board then proceeded to elect a teacher to fill the place made vacant in the second grade by the election of Mrs. Wells as teacher of drawing, and Miss Carrie Roberts was elected.

The teacher in drawing, it was stated, is, with the Superintendent, to arrange for the exchange of drawing books, it appearing that by errors of the Board pupils have been purchasing books of the wrong numbers. The Board then adjourned.

BRIEF NOTES.

The County Board of Supervisors met yesterday as a Board of Equalization, but the assessment-roll not being turned over to them from the Assessor no business was transacted. It was completed last evening and will be before the Board this morning.

D. E. Woods has been elected County Delegate by the Sacramento County Board of the Ancient Order of Hibernians. The Board is composed of the officers of the several Lodges in the Order here.

The fire-alarm bell was being tested yesterday afternoon. People who were not aware of that fact were full of inquiries as to the whereabouts of the fire.

W. R. A. Kime has been appointed Commissioner of Deeds for California, to reside in the county of Middlesex, England.

Grapes have made their appearance in market.

The river last evening stood at 16 feet 5 inches.

CLUB MEETING.—The Second Ward Garfield and Arthur Club, of which A. J. Senatz is President, holds a meeting at the Grand Hotel to-night. There will be good speaking and a lively campaign meeting.

POLICE ARRESTS.—Martin Ryan, proprietor of "Collar and Elbow" Saloon, on K street, for keeping disorderly house, was arrested by officers Jackson, Ferral, Rider and Campbell.

RAIN.—Last evening at an early hour the sky became overcast with heavy clouds, and at twenty minutes to 12 it began to rain lightly. At the hour of going to press it is still cloudy.

THE COURTS.

SUPERIOR COURT.

DESSON, Judge.

MONDAY, July 19th

Swanston vs. Swanston—Argument of demurrer continued.

L. L. Lewis vs. Homeward-Bound Mining Company—Same order.

Estate of Behr-Schröder, deceased—Hearing of the report of executors; sales of real estate partially examined and continued for further hearing.

Reclamation District No. 307 vs. M. S. Coutente et al.—Demurrer continued for one week.

Estate of Richard Stewart—Settlement of final account continued to the 20th inst.

L. Openheim vs. R. Openheim—Alimony and counsel fees allowed to plaintiff.

Estate of W. H. H. Lee—Petition for letters of administration; continued for two weeks.

Catharine Hockel vs. D. Reese—Motion for new trial; continued for one week.

People vs. Ah Lip and Ah Duck—Appeal from Police Court; continued for one week.

W. J. Nilgate vs. Hammer & Bell—Motion to retax costs submitted.

J. Zeigenbein vs. J. E. Camp—Argued and submitted.

L. Richards vs. Her Creditors—Motion for an order setting aside exempt property; also for an order to vacate order of sale of personal property heretofore entered; also to strike certain papers from the files of the Court; continued.

John Conrad, a native of Germany, admitted to citizenship upon presentation of his certificate of honorable discharge from the United States Army, and the testimony of A. H. Rott and F. W. Smith.

R. J. Kirby vs. Odd Fellows' Saving and Commercial Bank—Demurrer submitted.

John Kelley vs. same—Same order.

Thomas Smith vs. same—Same order.

Zenas W. Payne vs. same—Same order.

Capital Savings Bank vs. S. Moose—Motion to retax costs continued for one week.

Thorel vs. Figg—Motion to strike out notice of motion for a new trial and the proposed statement on motion for a new trial; submitted.

CLARK, Judge.

Estate of H. Malry, deceased—Citation heretofore issued returned, cause heard and submitted.

CALENDAR FOR TO-DAY.

80—H. S. Beals vs. J. B. Haggin et al.
16,631—Germania Bank and Loan Association vs. Wm. Galt.
203—J. Wilcoxson vs. H. Clark.
204—J. Wilcoxson vs. M. Sprague.

PACIFIC COAST ITEMS.

The population of Whitman county, W. T., is 7,000.

The freighting business is improving at Tucson, Arizona.

Grasshoppers are ruining crops in the Assotin country, Idaho.

Dan Slaven's house, Negro Hill, Placerville, was burned last Wednesday.

A man named Riley was found dead by the roadside, near Red Bluff, last week.

Lyon valley, Mendocino county, reports the shooting of another sheep-stealing bear.

Hungry Hollow and Ophir, both in Placer county, have an elopement sensation.

John Sullivan, a teacher of El Dorado county, died last week from lockjaw, caused by a rusty nail.

Campers are scattered along the coast near Bodega Bay for miles, engaged in fishing, digging clams, gathering shells and mosses.

The Truckee *Republican* mentions that an excursion party caught 500 silver trout at Independence lake last Thursday. One young lady caught 95.

A road is to be built from Long Valley, Lake county, to Indian Valley, Colusa. This gives the people of the former place connections with the Sacramento Valley.

William Snow, of Lower Lake, tried to cross Cache creek with a team recently, got into deep water, and barely escaped with his life. The horses were drowned. Loss, $250.

E. W. Britt, a Lakeport lawyer, lately rowed out half a mile into the lake and, depositing his clothes in the boat, plunged in for a swim. A breeze arose, and drifted the boat beyond his reach. He was rescued after swimming nearly to the shore, but his boat and clothes cannot be found.

LADIES' CLOTH AND KID BUTTON, all cloth button, goat and kid side-lace, and French kid, low cut, buckle shoes, at Mechanics' Store. *

FOR Rogers Bros.' celebrated spoons and forks, go to Ackerman & Co., No. 629 J st.*

BOYS' striped knit bathing suits, only 50 cents, at the Red House. *

Go to the Red House, and buy the dollar whip, or a good one for 25 cents. *

FOR a fine dress diagonal suit, you can be accommodated at the Red House, only $15.*

A FULL LINE OF TRUSSES, shoulder braces, etc., at Boston Drug Store. *

THE best appetizer out—Rock and Rye, George W. Chesley, sole agent. *

HUNTINGTON, HOPKINS & CO.,

Nos. 220 to 226 K st., Sacramento.

Sole Agents on Pacific Coast for

BOSTON BELTING CO.'S

CELEBRATED

RUBBER HOSE!

STEAM PACKING,

RUBBER BELTING, ETC.

Junction Bush and Market sts.

SAN FRANCISCO.

WHITTIER, FULLER & CO.,

Manufacturers and Dealers in

Paints,	Moldings,
Oils,	Mirrors,
Glass,	Pictures