

SIX-PAGE EDITION

Table with columns for various locations and their corresponding weather conditions, including Sacramento, San Francisco, and other regional cities.

THIS MORNING'S NEWS.

In New York, Saturday, government bonds were quoted at 117 1/2 for 4 1/2 per cent; 116 1/2 for 5 per cent; 114 1/2 for 4 1/2 sterling, \$4 3/8 for 5 per cent.

The Pacific stock market, so far as Constable shares are concerned, there has been no excitement, and hardly enough interest to make things tolerable to those who depend on stock transactions for their income.

At Liverpool wheat is quoted at 61 1/2 for good to choice California.

The past month has been an uneventful one for the San Francisco stock market, so far as Constable shares are concerned.

James A. Fraser, charged with murder, has been declared not guilty at Salem.

Whitehead, convicted of murder in the second degree at Shasta, will be sentenced August 13th.

William Pinkham, 8 years old, was drowned Saturday at Napa.

Alexander McDonald, a truckman, was seriously injured on the Virginia and Truckee Railroad Saturday evening.

Fire at Portland, Or.; also at Roseburg, Or.; Whitehall, Mich., and Denver, Col.

The Indian outbreak in New Mexico continued. The explosion of a beer tub at North, Ill., Saturday evening, killed one man and scalded and bruised sixty others.

Mrs. Williams was held by a railroad car at North Bend, Neb., Friday night.

Ferry county, Arkansas, has been placed under martial law by the Governor.

The car and its family have safely arrived in Moscow, and were enthusiastically welcomed.

The Young Men's Christian Association of the World is in session at London.

The population of the Dominion of Canada is 4,350,000.

The Electric Exhibition at Paris has been postponed until August 11th.

A mysterious explosion occurred in New York Saturday, doing \$25,000 damage.

A heavy rainstorm in Denver Saturday did considerable damage.

A. M. Webb, a railroad employe, died suddenly at Tucson, A. T., Friday night.

James Clark was stabbed in a shooting manner at San Jose Saturday night.

The washouts on the Southern Pacific Railroad are now all repaired, and trains are running as usual.

A successful burglary was committed at Dixon Friday night.

The 100th anniversary of San Luis Rey Mission, San Diego county, will be celebrated August 25th, continuing four days.

A general strike of the butchers begins to-day in New York.

A sheepherder was murdered and another beaten nearly to death, Saturday, near Trinidad, Col.

Eldridge G. Lapham has resigned as Congressman from the Seventeenth District of New York.

George Barrow, author of "The Bible in Spain," is dead.

Two hundred lumbermen are on a strike at Ogdenburg, N. Y., and are creating great disorder.

The recent Indian scare in Breunling valley, Idaho, turns out to be a hoax.

An interesting account of the arrival of the Sacramento militiamen at Camp Brown, etc., is given this morning by the Record Union's "war correspondent," who accompanied the regiment from this city.

The northeast side of Mount Tamalpais is on fire, and much damage will probably result.

Experiments are being made with electrical apparatus to locate the bullet which Gutierrez lodged in the President's body.

William Fickett fell down a stairway at Portland, Or., yesterday evening, and fractured his skull.

Bishop Haven, of the M. E. Church, has had a relapse at Salem, Or., and is in a dangerous condition.

A nephew of ex-Secretary of the Navy Robeson is to be tried next week at Astoria, Or., for the murder of J. D. Robb, a prominent attorney of that city.

For the first time in his life, Sitting Bull saw a locomotive at Bismarck, D. T., yesterday.

A fourteen-column supplement is issued with to-day's Record-Union, which will be found to contain unusually interesting reading matter.

THE NEW TELEGRAPHIC SCHEME.

The new telegraphic company has followed the modern custom of daily heralding its purposes in the most glowing way.

If the statements which it puts forth are to be believed it has secured a number of new inventions by which the transmission of dispatches will be enormously facilitated, and which will make it possible to reduce the cost of service to something like that of the rival system.

THE NEW RAILROAD MANIA.

The attention of railroad projectors and speculators is at present turned largely if not altogether toward the extensive series of new transcontinental routes which are being hatched out in rapid and apparently endless succession.

Whoever will take the trouble to review these bold projects will see that they together constitute a complete network of lines, capable of doing the entire transportation business of a country half as large as the United States, but that they are projected upon Territories and States which possess a very small and scattered population, and which there is no reason to expect will be much more thickly settled for half a century to come.

There are now some fifteen new routes projected, all of which have their termini in this State. They are devised on the most magnificent scale, and every main line is provided in advance with its branches or feeders.

The capital stock of these new roads is enormous, on paper, and all their prospectuses are as a matter of course sanguine and alluring. It is possible that there may be no difficulty in obtaining the capital with which to build them.

There is an immense fund of idle money both in Europe and this country, which is ready for investment in almost any kind of enterprise. In matters of speculation it would seem that experience goes for nothing. It is not ten years since there was a great collapse of Western railroads. They had been built far beyond the requirements of the time.

Hundreds of thousands of miles of expensive lines had been pushed through uninhabited or sparsely populated regions. The possible limit of remunerative production had been passed. It was found that the staples could not be raised in many cases carried without a loss either to the shipper or the carrier.

The business which had been relied upon did not exist. The impetus to settlement did not work, or did not work fast enough to save the new roads. Their failure destroyed their credit; a panic followed; and scores of them went into the hands of receivers.

The Granger war which occurred about the same time effectually prevented the speedy recovery of railroad speculation, and for several years a conservative policy ruled. It became necessary to show that new lines were reasonably safe of a supporting business before capital could be had to construct them with.

For some time the greater part of the railroad extension was carried out by already established and prosperous companies, to supplement and enlarge their business. But as the country began to recover from the panic, and manufactures looked up again, and the labor troubles subsided, and the credit of American enterprises rose again in the money markets of Europe, the ineradicable tendency toward speculation once more appeared.

A few men who had amassed immense wealth by judicious speculation began to turn their attention towards Western railroads, and the process of consolidation which had been set up naturally by the constantly recurring suicidal contests between trunk lines, no doubt induced these men to think seriously of acquiring control of transcontinental routes.

But as usual in such cases the speculative fever has already overcome the judicious business considerations, and the question of getting new railroads built across the continent is put before the vital factor of the business on which they must live.

When it is asked soberly where all the new through lines are to obtain their business, there is no answer to the question. As a fact the necessary traffic does not exist, and equally as a fact it is mere midsummer madness to expect that it will exist for the next generation.

There are now in England more than a hundred distinct railroad companies, nearly a thousand directors, and over three hundred managers, secretaries and superintendents, all of whom are high-priced officers. It is argued that by a more extensive consolidation than has yet been effected it would be possible to reduce the expenses of superintendence and operation very materially; that the lines could be worked on a more harmonious system; that the cost of transportation could be largely reduced; and that the profits to the shareholders would still increase.

At the same time the present complaints because of diversity of rates would be obviated, and the entire railroad system would be made at once more popular and more compact. In fact, the results of consolidation as far as possible those elements of caprice which competition invariably introduces.

SAN FRANCISCO.

Items of Interest from the Metropolis. ANOTHER OFFICIAL DEFEALATION. County Clerk Stuart said to be visiting "the Springs."

SAN FRANCISCO, July 31st.—County Clerk Stuart appears in the "missing" list, and rumors are rife of a large defealation, by some said to be as high as \$50,000. The deficiency, whatever it may be, is mostly caused by the assistance of duplicate warrants as payment to his deputies, he cashing one set and the deputies getting the others cashed by brokers, who will be the principal losers.

THE COUNTY CLERK'S FLIGHT. It is now known that County Clerk Stuart has gone East. He went on Friday last. The amount of money he got away with is not known, but must have been large. The law allowed him 30 copies, he ran 87, for which demands have been made out, the odds for which he pocketed, leaving the people in the lurch. It is supposed that many of the demands were dummy, He also borrowed several sums, which he did not pay.

FIGHT IN CHINATOWN. There was a big fight in Chinatown this afternoon. Pistols and knives were used, and several Chinamen were more or less hurt, but none were killed.

ARRIVAL OF SHIPS. Seven deep-water ships arrived from foreign ports to-day, making twenty large vessels that have come into port since Friday. These arrivals aggregate over 40,000 tons, all suitable for wheat.

MISCELLANEOUS. The steamer Alice Garrett, and not the Mary Garrett, broke her shafts in the San Joaquin river a few nights ago. The Mary Garrett returned her passengers to Stockton. The Mechanics' Fair will open on Tuesday. Several changes have been made in the arrangement of the building which will be of a great convenience both to exhibitors and patrons.

THE MECHANICS' LEAGUE have resolved to nominate a municipal ticket, comprising a Mayor, Board of Supervisors and Board of School Directors, and will meet next Saturday night for that purpose. Property-owners have petitioned the Board of Supervisors to have a street between Larkin and Leavenworth, recovered with asphaltum, and to have Post street, between Leavenworth and Jones, repaved and repainted.

RAILROAD CONSOLIDATION IN ENGLAND.

The process of railroad consolidation in England is making rapid advances, and recently a discussion has sprung up in that country as to the advisability of amalgamating all the shorter lines and smaller companies. Of course there is the usual opposition to this. For in England as with us in the United States there are plenty of people who are capable of being taught by experience, and who mechanically repeat the most obsolete notions whenever change of any kind is proposed.

Recently, too, there has been some agitation over the freight question, and this has developed more clearly than ever the fact that competition in transportation is more often an evil than an advantage. For it is found that competition gives rise to a great many of the inequalities in freight rates which are complained of; that corporations naturally seek to reimburse losses forced upon them by sharp rivalries, and that the result is to raise the rates where competition does not exist.

Amalgamation, however, has been found to cure these evils, and the testimony of the Parliamentary Commissions which have investigated the railroad question thoroughly is that consolidation has in every instance produced satisfactory results both to the public and the corporations.

It is to be observed that in England the apprehensions which in this country have been connected with great aggregations of capital, do not exist. There it is believed that these aggregations are no more dangerous to the state than separate small accumulations of wealth. With us demagogues have no doubt done much to persuade the people that such consolidations are menacing, but when the matter is inquired into dispassionately it is probable that the real cause for fear of this kind will be found as baseless as in England.

The last Royal Commission on the English railroads reported that in the largest consolidations which had then taken place the result had been a reduction of rates, an increase of facilities, and a corresponding increase of dividends. That this should be so is easily understood when it is realized that very great economies are made possible by consolidation, and that the removal of competition enables the railroads to adjust their tariffs entirely upon commercial principles, and to eliminate as far as possible those elements of caprice which competition invariably introduces.

There are now in England more than a hundred distinct railroad companies, nearly a thousand directors, and over three hundred managers, secretaries and superintendents, all of whom are high-priced officers. It is argued that by a more extensive consolidation than has yet been effected it would be possible to reduce the expenses of superintendence and operation very materially; that the lines could be worked on a more harmonious system; that the cost of transportation could be largely reduced; and that the profits to the shareholders would still increase.

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NEW ADVERTISEMENTS.

MECHANICS' STORE. BANKER. JAMES LAWRENCE ENGLISH. COMMERCIAL AND SAVINGS DEPOSITS RECEIVED, and a general banking business done.

MONDAY, AUGUST 1, 1881. TEMPERATURE FOR YESTERDAY: Highest, 82; Lowest, 58. TEMPERATURE CORRESPONDING DAY, 1880: Highest, 80; Lowest, 55.

INFANTS' DAY. INFANTS' DAY. INFANTS' DAY. Infants' Hand-crochet ZEPHYR JACKETS, interwoven with narrow silk ribbon, in assorted shades. Price, 95 cents.

INFANTS' DAY. INFANTS' DAY. INFANTS' DAY. Infants' Hand-crochet UNDERSHIRTS, made of soft wool yarn. Price, 65 cents. Infants' Full-finished, Hair-line STRIPED HOSE, 20 cents per pair.

INFANTS' DAY. INFANTS' DAY. INFANTS' DAY. Infants' Blue, Buff and Bronze Sewed, Button SHOES, with tassels. Price, \$1. Britannia POWDER BOXES, with puff. Price, 40 cents.

INFANTS' DAY. INFANTS' DAY. INFANTS' DAY. Infants' Soft Bristol HAIR-BRUSHES, vulcanized rubber handle, ornamental design. Price, 45 cents. PURE VASELINE JELLY!—The manufacturer of this article claims it to be an excellent mollifier for the skin and complexion—superior to all cosmetics. Price, 20 cents.

INFANTS' DAY. INFANTS' DAY. INFANTS' DAY. Infants' KID, BUTTON SHOES, sizes 1 to 5. Price, 50 cents. Infants' Glove Kid, Patent Leather Tip, Button SHOE. Price, \$1. (The above article is durable, soft and pliable.)

NEW ADVERTISEMENTS.

PEOPLE'S SAVINGS BANK OF SACRAMENTO. Capital, \$500,000. DIRECTORS: Wm. R. KENNEDY, E. J. CROFT, Wm. B. KENNEDY, J. H. HENNING, E. C. ANDERSON, SARGENT GOTTWALD, WM. BECKMAN, J. H. HENNING, Wm. F. HUNTON, J. H. HENNING, Wm. F. HUNTON.

HOTEL LANGHAM. CORNER FOURTH AND L STREETS, SACRAMENTO. Strictly first-class, on the European plan. Free coach from Railroad Depot. Fine sample rooms. Terms & Co., Managers.

UNION HOTEL. SECOND AND K STREETS, SACRAMENTO. Cal. Rooms, 50 cents and \$1 per day. Special rates by the month. Free breakfast. Cigars and cigars. Hot lunch daily from 11 A. M. till 4 P. M. W. O. "JOE" BOWEN, Proprietor.

CARRIAGES. Nevada's Grand Gold Medal for 1876, 1877, 1878 and 1879. HARRY BERNARD, MANUFACTURER, COR. SIXTH AND L STREETS, SACRAMENTO.

AUCTION SALES. LARGE CONSIGNMENT OF ELEGANT HOUSEHOLD FURNITURE. Botle Brussels Carpets, Etc. D. J. SIMMONS & CO., AUCTIONEERS, 1019 Fourth Street, between J and K.

REAL ESTATE. WE WILL SELL, ON THE PREMISES, ON MONDAY, AUGUST 1ST, AT 11 O'CLOCK A. M., that well-located LOT, 21x100, and RESIDENCE, on the North side of G Street, being the west 51 feet of Lot 7, P and G, Fourteenth street.

A. LEONARD, Insurance and Real Estate, No. 1012 Fourth Street, Represents Both Home and Eastern Insurance Companies. TO RENT. A Very Desirable Residence, fronting the Capitol Park; two-story and basement; frame; containing 14 rooms, with all the modern conveniences; stable on the alley for three animals. Rent, \$50.

NEW ADVERTISEMENTS.

WEINSTOCK & LUBIN. Proprietors Mechanics' Store, Nos. 400, 402, 404, 406, 408 K Street, Sacramento. FOR SALE. A BARGAIN. A Good Two-story House on G Street 3 rooms, with gas and water through. WILL BE SOLD VERY LOW. Only a small amount of money required, or, if not sold soon, will be rented for a term of years, as the owner is moving to the Eastern States.

FOR SALE. Several Frame Dwellings, from \$1,500 to \$2,500. Vacant lot Corner Eighth and D streets. VERY LOW, if applied for soon. MONEY TO LOAN. m19-91m

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