

DAILY RECORD SERIES—VOL. L—NO. 10,728

(LATEST RECORD EDITION SERIES. VOLUME XLVIII—NUMBER 126.)

HALE BROS. & CO.

HALE'S STERLING CLEARANCE SALE!

This Morning, Jan. 16th,

TOO MUCH STOCK

Compels it. Immediate relief is a stern necessity, and to accomplish this desideratum, the sterling quality of the goods offered has not been considered in placing prices upon them.

Very Marked Reductions

MEN'S AND BOYS' OVERCOATS!

CLOTHING!

Boots and Shoes

There will be no exception to this prevailing rule—the immediate disposal of all extra stock.

BARGAINS IN

ALL-WOOL AND WORSTED DRESS GOODS

Fine Muslins and Sheetings,

AT A SACRIFICE.

Hale Bros. & Co.,

829, 831, 833, 835 K st., and 1026 Ninth st.

Country Orders Receive Prompt and Careful Attention.

PHOTOGRAPH PARLORS AND VIEW EMPORIUM.

Opt. Palace and Grand Hotel, 1017-1019 Broadway, SAN FRANCISCO.

GROCERIES AND PROVISIONS!

AT THE OLD ESTABLISHED CORNER, TENTH AND J STREETS, SACRAMENTO.

THE "BOSS" BITTERS

Gives you an appetite, and Cures Dyspepsia.

FELTER, WOODS & CO., AGENTS, SACRAMENTO.

Purypadi Zanos

"A NATURAL LAXATIVE, SUPERIOR TO ALL OTHERS."

"SPEEDY, SURE, and GENTLE."

Prof. MACNAMARA, M.D. of Dublin.

Ordinary Dose, a Wineglassful before breakfast.

NONE GENUINE WITHOUT THE BLUE LABEL.

WINTER MILLINERY!

WE ARE NOW PREPARED to show new styles.

REMOVAL.

BROWN BROS. HAVE REMOVED THEIR Blacksmith and Wagonmaking business from 707 K street, to their new premises.

EBNER BROS.

IMPORTERS AND WHOLESALE DEALERS IN WINES AND LIQUORS.

G. GRIFFITHS, PENRYN GRANITEWORKS

THE BEST VARIETY AND MOST DURABLE GRANITEWORKS.

ANOTHER OCEAN HORROR.

Wreck of a Passenger Steamer on the Atlantic Coast—Over One Hundred Lost—Harrowing scenes—statements of Survivors—Etc.

(SPECIAL BY TELEGRAPH TO THE RECORD—EDITOR.)

Boston, January 18th.—F. W. Nickerson & Co., agents for the Savannah Steamship Line, received the following dispatch today:

To F. W. Nickerson & Co., Agents for the Savannah Steamship Line, New York: The City of Columbus left Savannah at 10 o'clock yesterday afternoon for Boston.

The following is Captain Wright's statement: The City of Columbus left Boston at 3 o'clock Thursday afternoon, carrying eighty passengers and a crew of forty-five.

At 5 P. M. Friday, with the light breeze from the east, the vessel struck on the outside of the Devil's Ridge buoy. The wind was blowing a gale west by north.

The vessel immediately filled and keeled over, the water breaking in and flooding the port side of the saloon.

All the passengers, excepting a few women and children, came on deck, nearly all wearing life preservers. All the boats were cleared away, but were immediately swamped.

The majority of the passengers were washed overboard. Seven passengers left the vessel on the life raft, and about forty more took to the rigging.

At 10:30, the Gayhead life-boat put off and took seven persons. Another life-boat put off between 12 and 1.

SAVED AND MISSING. The total number of persons saved is 23. Five dead bodies were recovered, and 119 souls remain unaccounted for.

SEVEN PASSENGERS. The names of those who were saved and four dead were brought here, and six supposed to be living and one dead are at Gayhead.

A FULL LIST OF THE LOST: William W. Wright and wife; E. S. Hand, a lawyer; and Boston's F. R. Hill, produce dealer; George H. Kellogg, residence unknown; George H. Kellogg, residence unknown; Dr. H. C. Bartlett, residence unknown; Mrs. S. Keen, residence unknown; Mrs. D. R. Small, Southampton, Mass.; Mrs. Beach, residence unknown; Mrs. Giban, residence unknown; Oscar Ladd, Turkish Consul-General, Boston; J. Morton, of the Boston Globe; Health Brooks, Northboro, Mass.; Mr. and Mrs. C. A. Rand and son, Boston; Mrs. Henry Slade, Chelsea, Mass.; R. B. Belyea, wife and children, residence unknown; Mrs. J. A. Aikens, residence unknown; Mrs. L. N. A. Aikens, residence unknown; C. Richardson and wife, residence unknown; E. T. Hutchinson and wife, residence unknown; S. Van der Meer, residence unknown; Henry L. Batchelder and wife; Rochester; C. F. James, residence unknown; Jas. A. Merrill, Boston; Henry L. Daniels and wife, Kelly, residence unknown; Annie Kelly, Susie Smith, G. E. Goodard, T. E. McCarthy, J. Hines, C. Griffin, T. Gibbons, W. E. Hilly, August Parsons, J. E. Heber, J. G. White, C. G. Willett, Brown, Walker, Naesett. The last three applied for tickets just before the hour of starting, and their full names are not obtained.

Officers: First Mate Edward Fuller, Barnstable; Second Mate Allen Aldrich, Chatham, Mass.; Boatman, William C. Cook, Portland, Me.; Quartermaster, Melvold, A. E. Eames, Archibald Morrison, Boston; Second Engineer Collins; Purser W. T. Spaulding, Boston; Second Steward Howe, and 33 crewmen, names unknown.

Following are the names of those taken aboard at Gayhead: one of them is dead, but it is not known which. The others are: Third Engineer; Wm. Spaulding, Purser; Michael Kennedy, waiter; Edward O'Brien, waiter; John Holmes, seaman; one passenger, name unknown.

Following are those on the raft, whose fate is unknown: A. Morrison, Chief Engineer; Edwin Fuller, First Mate; August Harding, Second Mate; Wm. Murray, Assistant Engineer; Wm. Fitzpatrick, Purser; Richard Sullivan, Prince Edward's Island, was also on the raft.

The following members of the crew are known to be saved: Captain Wright, assistant engineer Phillips, foreman O'Leary, steward Pittman and seaman Madden, the residence of which is unknown; J. B. Jones, Beal and Miss Beal, Mrs. Whitcomb, Miss Mitchell, J. Tibbette, L. A. Day, M. Sargent, A. Cumming, D. Eaton, A. Chase and wife, H. D. Wheatland, Mrs. S. Spinkham, W. Lapham, G. R. Hammond, C. D. Ball, C. F. Frost, Joel Nourse.

FURTHER STATEMENT OF THE CAPTAIN. Captain Wright says that the City of Columbus left Boston at 3 o'clock, and continued on its way westward, with a strong breeze from the west-southwest. I stepped into my room to warm myself, as it was very cold. Everything was working well. At 5 P. M. I went to the bridge to see how the vessel was getting on. I heard the second mate, sing out to the quartermaster to port the helm. I jumped out of my room, thinking we had come across a vessel bound down south. I then cried out, "Hard a-veer," not knowing but it was a vessel, and in the moonlight saw the buoy on Devil's Ridge on the port, about two points forward of the beam, and about 300 yards distant. She was immediately struck. I ordered the engines reversed, and she backed about twice her length. The steamer immediately stopped, and I ordered the life boats and lowered and hoisted over to the north, but she fell forward and listed over to port, so her planks were about four feet under water. I went aft and told the passengers to keep cool and get life-preservers. The next told the officers on deck to get the boats ready. The steamer settled down aft, and righted. It was blowing very hard, and there was a heavy sea running. Landed the port boat, which immediately capsized. The sea was breaking over the steamer's deck, her stern being entirely under water. We were forced to go upon the top of the house. I stayed there awhile, but we were finally obliged to take to the rigging. The mate, second mate, chief engineer and the fourth engineer took the raft. I think the steamer struck on a lone rock. The Captain is positive that he struck outside the buoy, and in backing drifted inside.

ANOTHER STATEMENT. The officers of the cutter Dexter furnish the following statement: About 12:30 we sighted a vessel ashore on a reef near Gayhead. The wind was blowing a gale and the sea was breaking over her. We anchored on her starboard quarter, 200 or 300 yards away. The cutter's boat was at once lowered and manned by five men, in charge of Lieutenant Rhodes, who brought off seven men. A return trip was made and one man was brought to the vessel. Lieutenant Kennedy was then dispatched in the starboard boat, and took off four or five men. Near the life-boat transferred several men to the cutter, and at length the rigging was cleared of survivors. The vessel sank in about four fathoms of water, and the railing on her bow was the only portion

HOME AND ABROAD.

National Capital Affairs—Young Natt's Trial—Fatal Explosion of Dynamite—Confession of a Murderer—New Senator for Maryland—Earthquake in North Carolina—Bank Failure on Long Island Etc.

(SPECIAL DISPATCHES TO THE RECORD—EDITOR.)

Huntington and the California and Oregon Railroad.

WASHINGTON, January 18th.—At a meeting of the House Committee on Public Lands, C. P. Huntington appeared on behalf of the California and Oregon Company.

The first intimation members of the committee had of his presence was when he was introduced by Senator Stanford.

He made a statement of the facts in connection with the proposed extension of the California and Oregon Railroad.

He stated that the proposed extension of the California and Oregon Railroad would be a great benefit to the State.

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THE IDEAL SOLDIER.

Well, what is the ideal of a soldier? It is not to be a hero, but to be a man.

It is not to be a warrior, but to be a citizen.

It is not to be a conqueror, but to be a defender.

It is not to be a ruler, but to be a servant.

It is not to be a king, but to be a man.

It is not to be a god, but to be a man.

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CHINESE PREPARATIONS.

HONGKONG, January 18th.—The Chinese are making preparations for the arrival of the British fleet.

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THE BATTLE OF THE BAY.

WASHINGTON, January 18th.—The battle of the bay was fought between the British and the Chinese.

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