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SACRAMENTO.

The Great Natural Railroad Center of the Coast.

ALSO, A NATURAL TRADE CENTER.

A Glance at the Commercial Advantages and Importance of the Capital City.

ITS AGRICULTURAL AND HORTICULTURAL INTERESTS.

The Breeding Farms of Fine Horses, Cattle and Other Stock—The Famous Orchards, Vineyards and Vegetable Farms—Etc.

The Record-Union presents herewith a map, in outline, showing the immediate railroad connections of the city of Sacramento. It will serve to illustrate in fair degree the commercial centrality of the city of Sacramento, and which is given new importance by the practical completion of the railway from Sacramento to the city of Portland, Oregon. It would have been very agreeable to us, had time served, to have shown upon this map all the branch roads relating to the California railroad system, but the map was adjusted to our space on a short order, and some of the connections were not drawn in. The reader must therefore relate to the Sacramento area some outlying branch and connecting roads not shown; as, for instance,

THE NARROW-GAUGE

Line from Nevada City to Colfax, the road leading from Elmira northerly into an exceeding rich section; the narrow-gauge line crossing the main system at Lodi, and known as the San Joaquin and Sierra Nevada; so, too, the road now under construction from out Sonoma county to connect with the trunk system in Solano county, near Benicia. Also the projected lines to tap the Lake county and Mendocino sections, and the line from the town of Colusa to the Northern Railway, are all tributary to the commerce of Sacramento. But the purpose is to show the immediate railroad connections of this city. Sacramento was originally merely the head of navigation for the class of steamers capable of navigating the bay, and from this point boats navigated the upper Sacramento and the Feather rivers as they still do. In 1852 the

SACRAMENTO VALLEY RAILROAD

Was constructed from this city to Folsom, and connection was thereafter made by rail with Shingle Springs, and only the other day the Record-Union published the gratifying news that the line is at once to be extended to Placerville, thus opening the rich timber, fruit, vine and mineral lands of El Dorado to the Sacramento market, making this city the depot for the trade and traffic of one of the richest and most promising sections of the State. Following the building of the Sacramento Valley road came the

CENTRAL PACIFIC

Eastward from Sacramento, and opening up to our trade all the central mountain, and all the transmontane and territorial region on the east and northeast. Upon the heels of the Central Pacific came the construction of the Western Pacific, now a part of the Central Pacific system, and operated with it by the Southern Pacific Company. This road leads southerly and then westerly from Sacramento, traversing the richest portion of the lower Sacramento valley, crossing the San Joaquin valley and thence through the fruitful regions of eastern Alameda and to San Francisco. Subsequently a line from Tracy followed down the natural water shed to tide water and along the shore of Suisun bay to Martinez, uniting there with the line skirting the southern coast of San Pablo bay reaching Oakland through the richest shore lands of Contra Costa county. Following the building of the Western Pacific came the consolidation of the

CALIFORNIA PACIFIC RAILROAD

With the Central Pacific system. This road leads from Sacramento across the low lands on the west of the Sacramento river, through Yolo and Solano counties to Benicia, where it connects with the line for San Francisco, just referred to. Originally this road terminated at Vallejo, but latterly a cut-off was built from Suisun to Benicia. The original line, however, is operated from Suisun to Vallejo, and connects with the Napa valley system, and will presently, by connection with a line coming out of Sonoma county, relate Sacramento directly with the Sonoma coast region and the Sonoma system of railways.

THE SOUTNERN PACIFIC

Road from Lathrop down the great San Joaquin valley came next in historic order. The connections made with this road, and which are of importance to the trade of Sacramento, aside from its through business to the far south and Arizona Territory, are the Stockton and Copperopolis road, the road from Galt, in this county, to Ione, in Amador county; the San Joaquin and Sierra Nevada road, crossing the line at Lodi, in San Joaquin county; the arm of the trunk line from Niles to San Jose, connecting this city directly with the Santa Clara valley, and with Monterey, Santa Cruz and the rich coast valleys south from Monterey now penetrated by rail, and which is to lap the whole line of coast section southward.

THE CALIFORNIA AND OREGON

Railroad was, perhaps, next to the construction of the Central Pacific, the most important road for Sacramento. It runs from Sacramento northward up the whole length of the great Sacramento valley, and latterly has, after overcoming topographical difficulties of greatest magnitude, been pushed by its constructors to the Oregon line, or so near to it that but a few miles will be needed to close up the gap. Here it will unite with the Oregon and California Railroad owned by the same company and now operated from the State line to Portland. It cuts across the Rogue River valley, one of the

MOST FERTILE

In the world, and one of the oldest settled agricultural regions of the coast; next, it taps the Umpqua River valley, and finally enters the great valley of the Willamette and relates Sacramento to the entire Central and Western Oregon trade, and largely to the whole trade of the northwest. It may be said in passing that our merchants are already feeling the influence of this railway connection, and are commanding a trade heretofore unknown to them in that section. Eventually, either from near the State line, or by way of the Deer creek, or of the Fedonia pass, lines of rail must push into Southeastern Oregon, and crossing it to Idaho, tap the whole rich northwest, and thus relate Sacramento to a trade section in which she will be able to compete with any rivals. From Davisville, but a few miles westerly from Sacramento on the line of the California Pacific road,

THE NORTHERN RAILWAY

Takes its departure up the valley of the Sacramento, on the west side of the Sacramento river, and unites with the original line at Tehama. Connecting with this line is the narrow-gauge road from Colusa to a point near Williams, and from which junction it is pushing coastward into Lake county, being already operated some fifteen miles westward of the junction. Above this point a line of road is now building from Willows, on the Northern Railway line, westward into Round valley, to the Eel river section, down which stream it will eventually push to the coast, and thence to Humboldt bay, and thence northward to Astoria, at the mouth of the Columbia.

ANOTHER CONNECTION

Of the highest importance to Sacramento, is that which it is now assured will be made, a line from Woodland, on the Northern Railway—a city in frequent daily communication with Sacramento over the California Pacific and Northern lines—to Madison, on the west, from which point the Cache Valley Railroad (connecting with the Vaca Valley and Clear Lake Railroad at Madison), is being constructed northwardly into the Clear Lake country. It is wholly needless to dwell upon the great importance of this eastern outlet for the rich lands of the Lake region and the Yolo valleys, and the vital interest Sacramento has in it.

ON THE EAST SIDE

Of the Sacramento River, from Marysville on the California line, the California Northern Railroad runs to Oroville, the heart of a citrus fruit section now developing into new and great importance, and which is attracting much attention on the part of investors. It is understood that the Thermalita Colony people, near Oroville, desire and propose to construct a line of railway from Oroville to Biggs, on the line of the California and Oregon Road. From Redding on the California and Oregon Road, it is proposed, we learn, by the people immediately affected, to construct a railroad to Fall River. If built it will open up a fine agricultural, mineral, lumber and stock section. On the line of the Central Pacific from Colfax, the Nevada County Narrow Gauge Railroad runs to the prosperous cities of Grass Valley and Nevada City, relating Sacramento directly to the trade of a fine section of lower range mountain lands, of horticultural and mineral wealth. It is a pleasing task to point out in detail

THE COMMERCIAL SIGNIFICANCE

Of the connections which we have rapidly sketched. It will be seen at a glance how admirably the city is situated to command, as it is doing, an immense trade. We have in this sketch made no reference to the several lines of road connecting with the Central Pacific beyond the Sierra range, and which all contribute trade to Sacramento; nor have we dwelt upon the southern connections, nor yet the important topic—which columns would not serve to exhaust—of the great railroad artery connecting the Columbia with the Gulf of Mexico, and uniting the greatest river of the North with the "Father of Waters" at its mouth in the extreme South. This artery, now all but complete, is to throb with a commerce of immense volume and

IMMEASURABLE IMPORTANCE,

And Sacramento is upon its very breast. It will develop the great central valleys of California, and make them teem with millions of industrious people; and in the very heart of this region, midway between the two valleys and touching them on either hand, is the city of Sacramento, commanding by rail east, west, north and south, a trade second only to that of the metropolis, and blessed not only with rail facilities and connections unsurpassed upon the coast, but enjoying also the chief seat of importance upon the principal navigable river of the State.

In other articles the Record-Union has pointed out the benefits to flow to Sacramento from the extension of the railroad to Placerville. It is needless, therefore, to further remark upon it now. A projected road from near Sacramento to Oleta in Amador county is shown upon our map. Should it be constructed, it will prove a fine feeder to this city, and open up to this market the richest foothill sections of Amador county.

THE COMMERCE OF SACRAMENTO.

Having now pointed out rapidly the rail and water connections of Sacramento, and indicated its geographical and railroad significance, let us devote some brief space to the commerce and trade of the city.

Sacramento is the chief depot of trade in the interior of the State, because of its location at the very feet of the Sierra mountains, and at the same time at the point of junction of the two greatest agricultural valleys of the State. It is, as we have shown, a railroad center and also the chief seat on the chief navigable river of the State. It is really the geographical center as well as the interior commercial pivot of the State, and for these reasons is chosen by the people as the State Capital.

Here are situated houses jobbing under better conditions than are possible at the metropolis. For they are nearer to the consumers of the central and northern section, and thereby save to them freight carriage cost equal to the charge between San Francisco and Sacramento, besides

ECONOMIZING TIME

In filling orders. Sacramento jobbers receive their supplies by rail on precisely the same terms as are enjoyed by the great metropolis, it being a terminal or competing point, and recognized as such for through traffic by Eastern roads.

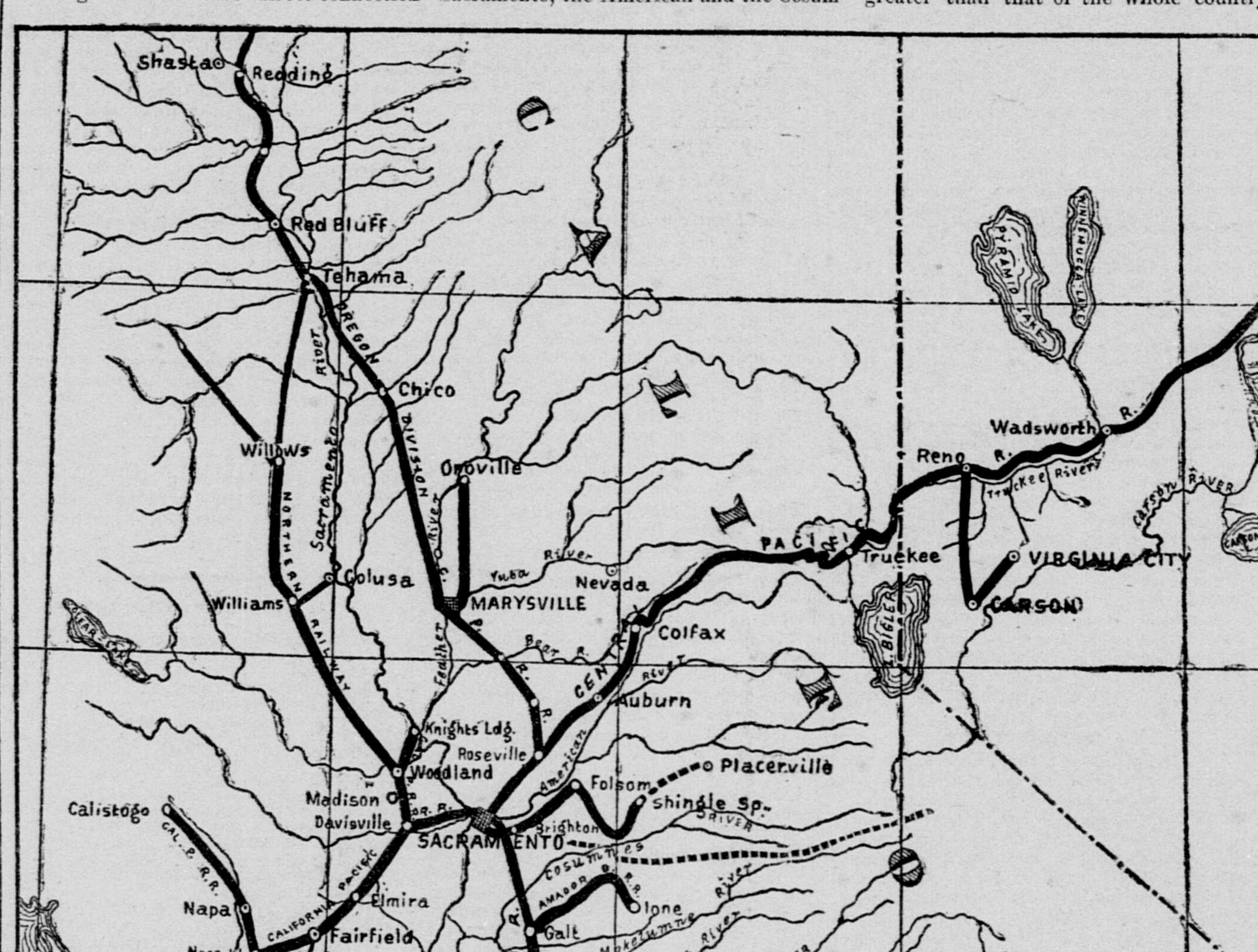
Business is conducted here at less cost because not so large a fixed capital is required; not so great sums of money are locked up in realty or improvements, as are necessary in San Francisco. This gain is to the benefit of the purchaser in this market and offsets the margin in favor of San Francisco because of the volume of its trade. The receipt of orders for goods, and the filling of the same in Sacramento, in most cases works a saving of from two to three days' time to the purchaser, for freight movement from San Francisco can seldom be accomplished at less disadvantage of time for all supplies going to the central and northern sections.

OTHER ADVANTAGES.

Goods are kept in storage here at less cost, because of low rentals and ample room; they are handled here at less cost, also, and to the consumer there is charged neither drayage nor dockage. The climatic advantages of the city are of the highest order. All articles made of wood—all lumber, all liquors, carriages and wagons, and a large description of other goods, are benefited by storage in this climate. In the matter of lumber alone it may be stated that it is now being largely shipped from Sacramento to distant Arizona, because there is a saving upon every carload of ten tons of about 18½ per cent. in feet, by reason of the dryness of the lumber, as compared with that shipped from more humid atmospheres. So, also, in the matter of boxes for the packing of fruits. Those made from mountain lumber and in this dry climate, are largely sought after in all sections of the State, in preference to those manufactured where fogs and moisture prevail. These considerations enter generally into the question of carriage and wagon-making to such an extent that vehicles put up in this market wear better and endure longer in all other climates, and thus prove in the outcome the cheaper because the better adapted vehicles for this State. There is less fire risk here than elsewhere, and this is a matter of much importance in business ventures. There is greater ease in handling and shipment of goods by reason of the level streets and the nearness of the chief business houses to the depots and water-front. For

FRUIT AND PRODUCE SHIPMENTS

Sacramento is the most available, the most central, the safest, and the largest market upon the Pacific coast. Indeed, in matters of fruit and produce, it is the chief market west of the Missouri river. In this respect it has no successful rival, and is admittedly the point from which the great Eastern fruit shipments are best made. The city has no superior as a depot for the sale of agricultural implements. This class of goods is stored here at a nominal expense, and in vast quantities. Shipments of these goods are made with greater rapidity and ease than from the sea-board. Nearly all the larger houses have direct connection with Eastern houses. They are all direct importers, and as need demands draw also from State manufacturers. The largest of these has its home house in Sacramento. The proximity of the city to great lumber regions gives it a decided advantage, and this is presently to be much augmented by the extension of the railroad to the sugar pine region of El Dorado county.



MAP SHOWING THE VAST RAILROAD SYSTEM HAVING SACRAMENTO AS ITS CENTER.

IN DOLLARS.

Formerly it was the custom to annually collect the statistics of the jobbing trade of Sacramento, but when two or three years ago it reached a sum in excess of $50,000,000, the practice was discontinued, the proof having been sufficiently made that the city trade was steadily advancing from year to year, running from about $20,000,000 in 1873 up to $50,000,000 in 1885. The limit of space will not permit us to speak now in detail of the special advantages of Sacramento for the conduct of various lines of trade. It must suffice to merely say that the commerce of the city relates mainly to the sale of groceries and liquors, dry goods and clothing, hats, caps, boots and shoes, agricultural implements and hardware, paints, oils, glass, paper-hangings, drugs, medicines, lumber, meats, hides, and sportsmen's supplies; crockery, stoves, furniture, tin ware, millinery, malt liquors, cigars, tobacco, lime, etc. Of manufactures and production, wooden ware, brooms, pottery, tile and drain pipes, boilers, machinery, canned goods, hops, wheat, barley, fruits, wines, brandy, produce, millinery, wood, fish, furniture, confectionery, clothing, crackers, saddlery, harness, cooperage products, dressed marble and granite, brick, etc.

OUR LOCATION.

From the showing we have made of the location of the city, its rail and water connections, the growth of its jobbing trade and the economic and climatic advantages of the place, it is clear to the reader that the city of Sacramento is an independent commercial center. Its trade is on a firm basis, its commercial character has passed the period when it would be possible to deprive the city of or lessen it. It is, as has heretofore been said in these colums, a natural and distributing point for the inland commerce of the Pacific coast. It is a pivotal center of the railroad system of the Pacific States and Territories. It is the cheapest and most convenient point of interior commercial exchange for export or import commercial transactions. The completion of the Southern Pacific Railroad established a channel of export and import commerce in successful competition with the ocean voyage by Cape Horn, of which Sacramento is a legitimate base. The development of an overland and railroad commerce in the States and Territories of the Pacific having eliminated ocean transportation as

A CONTROLLING FACTOR

In the growth of cities, established the great leading markets of that commerce at railroad centers of which Sacramento is a chief. The trade of the city, now permanently established, is founded in enduring advantages which will constantly augment its volume. As a seat of manufactures Sacramento possesses advantages enjoyed by no other city in the State, and their development will soon bring unused water power into activity, and make this city a manufacturing center. As a point of distribution the trade of Sacramento will always possess the valuable consideration of cheapness of freights and advantage of time, which inures to the benefit of the purchaser and consumer. Northern and Central California, of which section Sacramento is the trading center, by reason of their breadth of area of agricultural land and sufficient annual rainfall to make a crop, will be the seat of densest population. and Sacramento will reap from that fact immense gains.

AGRICULTURE.

A Sketch of the Vast Productiveness and Resources About Sacramento.

The lands composing the county of Sacramento are of three kinds. Along the Sacramento, the American and the Cosumnes rivers the land is of alluvial formation, and has a dark, deep, rich soil; the land between the alluvial lands and the foothills is generally rolling, with a fertile brown soil, and the foothills, the lower slopes of the great range, has the red soils, so noted for their adaptability to fruit trees and vine growing. There are few counties in the State of California that has so small a percentage of waste land as Sacramento, every acre of it being adapted to some of the purposes of agriculture. From the time that the first Europeans came to the Sacramento valley, the great industry had been that of grazing. All over what is now Sacramento county, then were

IMMENSE GROWTHJ OF WILD OATS,

California clover, bunch and gramma grasses. The Spanish stock which these early settlers brought with them multiplied rapidly, till these grazing grounds were covered with great herds of cattle and bands of horses. This era of grazing held almost undisputed sway till into the '50's—after the gold discovery. So little had been done in the way of farming that the miners for years had to depend on imported articles for food, with the exception of beef. It is true that General Sutter and Messrs. Sheldon, Murphy and Daylor inclosed fields near Sacramento and on the Cosumnes rivers early in the '40's, and other parties in various places had vegetable gardens, but, in spite of these isolated efforts, this region remained a grazing section. The beef raised here was consumed in all the mining regions as far north as the Oregon line. As the

DEMAND FOR FLOUR AND VEGETABLES

For the miners increased in the '50's, the plow was put to work, and vegetable gardens and fields of grain sprang into existence, till the demand of the coast was fully supplied. Then came the successful shipping of grain to Europe, which further stimulate i the plowmen in their encroachments upon the great pastures. So great was this stimulus and its effects that by the '70's the plow had almost entirely driven out the herds of Spanish cattle and horses. There had been vineyards of Mission grapes and small orchards of various kinds of fruit all over the country, but up to 1870, and even later, the staple products were wheat and barley. The growth of the population on this coast and the construction of a transcontinental railway,

OPENING ALL THE MARKETS OF THE TRANS-MISSOURI REGION,

A country larger than all the States east of the Missouri river, to California products, gave an immense stimulus to fruit and vegetable growing here. Orchards, vineyards and vegetable gardens were planted out from year to year, till now they have made serious inroads upon the area of the wheat and barley fields. Since 1880 the reduction of trans-continental freight rates, the successful experiments in better and safer modes of transporting fruits and vegetables, the rapid increase of wealth and population in the trans-Missouri country and the Mississippi valley have given the horticulturist of this section incomparably greater markets for his products. Many thousands of acres in the county, theretofore, devoted to grazing and grain growing, were planted to orchards, vineyards and vegetables. This is briefly the history of agricultural industries here, from the earliest European occupation to 1887.

GRAIN GROWING.

The average production of wheat for the past seven years has been nearly 500,000 bushels, with an average crop rate of 18 bushels per acre. When we consider that the average for the rest of the State is less than 16 bushels, and for the whole United States is less than 12 bushels to the acre, the fertility of Sacramento county's soil appears to advantage. The quality of this wheat is first-class, and it is eagerly sought for by millers everywhere.

The barley product of the county is much greater than that of wheat, being in round numbers 1,500,000 bushels, with an average yield of thirty-two bushels to the acre. This yield is fully fifty per cent. greater than that of the whole country. Sacramento barley is of such quality that it is in demand for brewing purposes in the interior of the country as far East as Chicago and St. Louis. In connection with the cereal production, it may be stated,

FOR THE BENEFIT OF THE HOME-SEEKER,

That some of the largest flour mills of the coast are located in Sacramento. The amount of flour manufactured daily by these great mills is more than 1,000 barrels, or more than 200,000 barrels annually. These mill products go to the Eastern States, the islands of the Pacific, Japan, China and Central America. The prospects for the grain grower promises better things than the past few years have given him. Prices are now much higher, and bid fair to be so, and the improvements in harvest machinery have been such, in the past two or three years, as to lessen the cost of harvesting wheat and barley as much as $2 or $2 50 per acre. It is not probable that the grain growing of Sacramento county will hold all the areas now in use by it, but still for years it will be one of the foremost industries.

IMPROVED STOCK GROWING.

As has been said in the introduction of this article, the era of Spanish cattle and horse grazing reached its highest point in 1853-54, and from that time declined, but to the present there have been been constant importations and additions of fine-blooded horses, cattle, sheep and swine, and the numbers of these have gradually increased for the past thirty years. These importations of blooded stock included the best strains of thoroughbred trotting and draft horses. The breeding of these has been a marked feature in the agriculture of the county. The breeding farms of Mr. Haggin at Rancho del Paso, of Mr. Winters at the Rancho del Rio, and of Mr. Pritchard on the Sacramento, are among the largest and best known on this continent. The horses bred at these establishments have

MADE CALIFORNIA HORSES FAMOUS

Wherever there have been contests of speed and endurance on this continent. Mr. Winters has 1,000 acres of the finest land devoted to hay fields and pastures, where the descendants of Boston, Lexington, Glencoe and Leamington graze or shelter themselves under the wide-branching oaks. Among these may be seen Norfolk, once the king of the turf. Mr. Pritchard has several hundred acres in alfalfa and natural clover, and large numbers of thoroughbreds. At the head of these is Leinster, the son of Australian. The Rancho del Paso is perhaps the most notable horse-breeding establishment in the world. It consists of 43,000 acres of rolling and bottom lands, nearly all covered with an abundance of shade trees. This is divided into pastures of suitable size, and in these pastures are to be found more highly bred horses than on any other farm in America. These horses

REPRESENT ALL THE BEST STRAINS OF THOROUGHBRED BLOOD

Known to America and Europe. No money has been spared in the purchase of the best stock for breeding purposes; the only question being one of excellence. The number of thoroughbred horses, mares, colts and fillies on the place must reach to nearly 1,000 head. So great has been the success of Mr. Haggin in breeding thoroughbred horses that his stable last year was third in point of stakes won, and it is confidently expected that this year it will be the first. Whether it is or not, it is only a question of time when it will reach that position. The efforts of these successful breeders have been productive of the greatest good to this coast and State by demonstrating that here are the climate and grasses to produce the best of horses and at the lowest possible cost. The result will be to make California a great horse-producing country, and to attract annually millions of dollars to the pockets of our horse-breeders.

BREEDING OF OTHER STOCK.

In the breeding of cattle, sheep and swine the same progress has been made that has marked that of horses. There are several breeders who have imported the best Durham, Devon, Jersey, Alderney, Holstein and Hereford cattle, and are now producing those breeds that in point of excellence rival those of Kentucky and Illinois.

In 1886 there were at least 12,000 head of horses, 20,000 head of cattle, 15,000 head of hogs and 50,000 head of sheep in Sacramento county. There is no better section for the new-comer to settle who wants to engage in any branch of stock-raising than the county of Sacramento. The climate is such that stock grows the twelve months through, and is as fully developed at two years as the same kinds of stock in the East are at double that age. The absence of winter makes the raising of stock much cheapter than it is where there is six months' winter. Everything points to California as the future stock-breeding State of the Union. Kentucky and Tennessee have received untold millions of money from the other portions of the United States and from Canada for their stock. The time can not be far distant when California will successfully compete with those less favored localities in this lucrative business.

HORTICULTURE.

The Commencement, Growth and Immense Development of the Industry.

From the earliest period of the gold era, and even before that, there were some fruit trees and vines planted. One of the first persons to grow any number of grape vines in the county was Jacob Knauth, in 1851. In that year he had brought from Philadelphia some choice varieties of grape cuttings, and the extent of his venture is shown by the cost of the cuttings here, which was $800. Samuel Norris, of the Norris Grant, about that time had twenty acres of vines. Mr. Knauth leased this vineyard in 1854, and from both places he sold $1,600 worth of grapes and had $7,000 worth of wine. Following these were quite a large number of small vineyards, mostly of the Mission variety. Grape-growing, however, was not in a flourishing condition for years, owing to the want of appreciation of California wines on the part of our wine-drinkers and the lack of an available Eastern market for table grapes. These difficulties were, however, gradually overcome; better wine was made and prices of transportation to Eastern markets were lowered so as to allow shipments East. Great advances were made in the introduction of choice wine, table and raisin grapes, and in ascertaining what soils were adapted to their most perfect production. Still lower Eastern rates were granted from year to year, giving a wonderful stimulus to vine-planting and cultivation. The exact figures of this industry are not available, but the product is something to be proud of.

WINE PRODUCTION, ETC.

There are several wineries in Sacramento city: The Johnston Wine and Brandy Manufacturing Company, which last year manufactured nearly 30,000 gallons of brandy; the Eagle Winery, which crushed 1,200 tons of grapes and made 170,000 gallons of wine; Kohler & Co.'s winery, which consumed 2,700 tons of grapes in making 380,000 gallons of wine. There are several vineyardists who make their own wine. These wines are of all kinds, and are made from the choicest varieties of grapes of the world. The introduction of the better varieties, better modes of cultivation, and the knowledge of manufacture which comes from long experience, have all combined to produce a first-class wine, which is sought for in Eastern markets at very remunerative prices.

IN THE GROWING OF RAISIN AND TABLE GRAPES

The same marked progress has been made. The raisins made from grapes grown in various parts of the county—notably Florin and Elk Grove—are as good in every respect as the best imported raisins. The prices obtained for these raisins have been such as to largely increase the areas already devoted to the raisin grape. It is safe to predict that ten years from now there will be many thousands of acres in raisin-grape vineyards, and that industry will be an important and profitable one. One hundred dollars per acre is a moderate net return for a full-bearing raisin vineyard, and such figures will change large areas from cereals to vines. The production of table grapes is also a considerable one, and rapidly increasing. There seems to be an unlimited demand for our table grapes by the sixty million people east of the Sierras. We grow varieties which the climate there forbids, and we get them to that market long before their grapes are ready for consumption.

DECIDUOUS FRUITS.

In tree fruits Sacramento is in the first rank of the fruit counties of the State. The same influences which stimulated the vineyardist also spurred on the orchardist. There were 1,000 carloads of green fruits shipped from Sacramento city last year. How much of it was grown in the county it is impossible to tell. It is sure, however that much more than 10,000 tons of fruit—the amount in those cars—was grown in this county. There are three great fruit districts in this county: the American river district, the Brighton, Florin and Elk Grove district, and the Sacramento river district.

THE AMERICAN RIVER

District extends from Brighton to the eastern boundary of the county, and contains many orchards and vineyards, both large and small. There are so many of these that a mere mention of them would here be impossible, but a few of them are given with an estimate of the number of acres in trees; A. Menke has 50 acres in orchard and in vineyards; Dr. Manlove has 100 acres, Mr. Harlowe, has from 30 to 60 acres, Mr. Murphy about the same. A. J. Rickey 25 acres; Mr. Camp, 40 acres; Eli Wells, 60 acres; J. A. Mouton, 50 acres; Wienstock & Lubin, 200 acres; Mrs. Stonir, 30 acres; R. D. Stephens, 100 acres; Mr. Jean, 60 acres; the Hoey estate, 50 acres; Peter Hoey, 60 acres; J. Patterson, 30 acres; Mr. Espy, 20 acres; John Studarvarus, Chas. Dettering, 100 acres; Mr. Smith, 20 acres; John Talbot, 80 acres; Chas. Boyer, 25 acres; Joseph Routier, 180 acres. The Natoma Company have nearly 2,000 acres of vineyards. These are only a few of the orchardists and vinyardists in this district. There are many others equally as large and as worthy of mention as those named.

THE BRIGHTON, FLORIN AND ELK GROVE DISTRICT

Extends from Brighton to Galt, beyond Elk Grove, a distance of twenty miles in length and two or three miles in width. There are some of the best orchards and vineyards in this district to be found in the Sacramento valley. These are mostly on small tracts of land, and demonstrate most thoroughly and completely the fact that a family can make a good living and have all the comforts and most of the luxuries of life from twenty acres of land. This district also demonstrates that

THE MOST BEAUTIFUL AND PICTURESQUE HOMES,

Embowered in groves of semi-tropical trees and embanked with fragrant and many-colored flowers, can be made on these plains In this district are many families cultivating only small fruits—strawberries, raspberries and blackberries—and they receive a good income from five to ten acres of those small fruits. The home-seeker has only to visit what is known as Strawberry ridge, three miles from this city, to be convinced of this fact. In this belt of country, from Brighton to Elk Grove, there is every kind of tree fruit and vine growing to perfection.

THE SACRAMENTO RIVER DISTRICT

Extends from this city down the river for 40 miles. The area in vines and fruit trees in this district is very large, and embraces some fine and extensive orchards and vineyards.

A few only of them can be mentioned here, with something near the acres in fruits and vines. Robert Gourly has 30 acres in trees and vines; Mrs. Moore, 35 acres; William Johnston, 200 acres; D. T. Lupton, 30 acres; I. Bryan, 30 acres; J. Whitcomb, 40 acres; Dr. N. Williams, 50 acres; Mrs. Gannon, 50 acres; Mrs. Pynn, 45 acres; D. Osborn, 150 acres; Dwight Hollister, 150 acres. Sol. Runyon has an orchard with more than two miles river front, and ships from 25,000 to 40,000 baskets of peaches each year.

NUMBERLESS SUCH ORCHARDS.

There are a hundred or more just as fine orchards as those mentioned in this district. The amount of fruit raised and shipped from this district is immense. There are four or five steamers engaged in this fruit trade during the season. One steamer brings fruit to this city daily, and four that bring fruit here and carry it to the Bay. These are the proportions which the growing of deciduous fruit have assumed in Sacramento county, and it is still in its infancy. There are tens of thousands of acres of good land well adapted to this industry.

CITRUS FRUITS

Are grown in all parts of the county. In this city alone there are 4,000 bearing orange and lemon trees, and a quarter of a century has proven that these fruits can be grown as well here as in any citrus countries in the world. There is no doubt that this branch of fruit-growing is to have a great growth and expansion in the future.

VEGETABLE PRODUCTION.

Want of space forbids more than a brief notice of this industry. The past year has seen immense shipments of vegetables from this section to all parts of the East as far as Chicago and New Orleans. Last year the shipments were not more than one-half as large as for the first six months of this year. For the last period named they have reached

NEARLY EIGHT MILLION POUNDS,

And for the year are expected to reach fifteen million pounds. There is hardly a section of even the rich Missouri and Mississippi valleys but what takes many carload lots of California vegetables. They are now going forward in trainload lots as far East as Chicago. It now looks as though there is to be no limit to these shipments of vegetables East.

Last year W. R. Strong & Co. shipped 160 carloads of fruit and 136 carloads of vegetables, and their shipments promise to be still heavier this season. Gregory & Barnes shipped about 300 carloads of fruit and vegetables equally divided. C. W. Reed shipped nearly 80 carloads of fruit, and there are other large shippers in the city.

There is still room for thousands of families in this county in every branch of agriculture, and they will find every advantage offered here, and their fruits and products when grown are at the great receiving and shipping center of the coast for all the markets of the East, and which fact makes this vicinity one of the most available and desirable for all thrifty newcomers seeking advantageous location for settlement.

MEMORIAL DAY ORATION.

Delivered at Sacramento by Rev. A. T. Needham (G. A. R.), of Alameda.

Comrades of the Grand Army of the Republic, and fellow-citizens of a reunited country: I congratulate you on the privilege of having participated in the commemoration rites of this day. I trust we stand on the same platform of principles where stood the hosts whose valorous deeds we have recalled to-day with marks of our approval. They contended for an undivided country from the Lakes in the North to the Gulf in the South, and from the Atlantic in the East to the Pacific in the West. Their hope was that one Constitution should be supreme in all its territory and one flag honored by all its people. This hope has been realized; but those who suffered most to accomplish this end are not here to enjoy it. If we stand not on that platform, all our commemorative rites are but solemn mockery, and our professions of approval are but the empty pratings of a base hypocrisy. But I know your loyalty to these principles is as pure as was theirs, hence your generous co-operation in the ceremonies of this day.

We do credit to ourselves, and to our families a service, when we thus honor the memory of the patriots who fell in the struggle to perpetuate our Union, and to vindicate the principles of our Government. We hereby show to our children that patriotism is a virtue we lovingly approve, and one we desire they will ever emulate.

They will respect us the more for the virtues we have indorsed, and their lives will be the nobler for the sentiments thus engendered. The voluntary character of the services rendered by our soldiers, the sacrifices they deliberately made, and the decisive triumphs they have achieved, should not only embalm them in the memory of the people of to-day, but the remembrance of these virtues should go down to posterity fragrant with constantly recurring tokens of respect from each succeeding generation.

There has come to me the question: "Is this the best method of celebrating the heroic service of these men?" There are two principles involved in this method that commend it to me as the best. First, it tends to render more permanent, fresh and significant the sentiment of approval wherewith we would enshrine their deeds; second, it is thoroughly democratic and impartial in its bestowment of praise.

Material monuments serve their purpose for a period, and then pass away, or, surviving the fate of universal decay, lose all their commemorative import; but rites and ceremonies founded upon facts that are linked with the faith and love of a people survive all the mutations of change and withstand the fiercest ravages of time.

The palaces, towers and hanging gardens of Babylon's mightiest King no longer rear their lofty glory amid the low monotony of the verdant plain to tell where had been the seat of Nebuchadnezzar's power or what the extent of his imperial wealth.

The pyramids of Egypt, hoary with age, and grand in the immensity of their proportions, have outlived the mission for which they were reared, and travelers stand querying in the presence of these vast piles as to the intent of such vast expenditure of treasure, of time and of labor.

Greece was once filled with the treasures of her art, having chiseled in marble or wrought in metal the grandest ideas that originated in the minds of her wise and great; but now the fragments of her art that remain tell us only of what we may have lost; while India and China, having crystallized the thoughts of their sages in words written with the pen, bring forth to-day the treasures of the past, fresh with the dew and bloom of an immortal youth. As letters are more enduring than works of art, so are rites and ceremonies more permanent and fresh than the richest material monument a nation's wealth could rear.

The rite that Abraham received before the city of Babylon became famous, remains to-day as fresh and significant among his descendants as when he made Ishmael its first subject.

The great sacrament of Christianity remains to-day as fresh as when our Savior said, "This do in remembrance of me."

Nothing then could be made appropriate to render the deeds we so much admire, a matter of permanent and fresh remembrance, than a ceremony so significant of favor as the strewing of the graves of our heroes with the flowers of each returning spring.

It is also the most democratic and impartial method we could devise to express our approbation. The graves of officers, of rich and poor, are alike made the objects of our attention. The grassy mound whether overshadowed with monumental marble, or simply marked with molding board, receives the fresh tribute of fragrant flowers. These flowers, too, that unfold an equal splendor, to the eyes of the poor and of the rich, that generously pour their incense upon the air for all who approach, are the fittest emblems to be placed upon the dumb mounds of our departed, as exponents of the democracy of our love.

At each annual return of this day let us strew the grass with flowers of richest hue, and as we inhale the air they perfume think of the fragrant memories of those whose lives were exhaled like the odors of spring to revive a nation recovering from the torpor and chill of the most wintery oppression that ever arrested the growth, or dimmed the glory of any people. And let the day be kept sacred to the memory of our soldier dead. We have 364 days in which we can show special attention to the graves of our civilian friends; but the Grand Army has asked for but a single day in all the year. Let the flowers of this special day be reserved for soldiers' graves, and let us not be compelled to strew upon them the faded remnants that remain after family graves have received the best. As comrades we have friends who fill a civilian's grave whose memory is dear to us, but on this day we reserve our floral tributes for those who fought and bled to save our Union. The disposition to seize upon this special day for the adorning of family graves speaks more of a family conceit than of a patriot's love.

To me this is a day of proud, but sad commemoration. Transported upon the wings of memory, I am again amid the scenes of carnage, where peace was purchased at the price of blood. Vicksburg hills are terraced and mined, and besieging and besieged are in hot dispute. Shot and shell keep up a continual scream and war, and amid the lull I hear the shout of commanders and then follows the responsive yell of the deadly charge. Friend and foe grapple in the deadly encounter and clash of bayonet and sword alone are heard. Through the smoke that lingers o'er the scene I see the stars of our banner but dimly shine, and the red stripes reflect the rivulets of blood that flow beneath; but upward and onward is it borne till it floats over every rampart of the foe, and the great artery of our inland commerce is opened from Itasca on the north to the Gulf on the south.

But listen, I hear again the sullen boom of the great gun on Lookout Point, as it projects its shells into the city Chattanooga. I see the commanding forces draw their lines closer, and closer, at the base of the mountain. Then suddenly there bursts upon the air the crash and danger of battle, that ceases not with the shades of night. All along the face of the mountain the battle rages fiercer and fiercer, rising higher and higher, till all the forces gather about its crest. Amid the clouds and darkness the battle rages throughout the night. The defenders are stubborn, the besiegers are desperate. The blaze of their guns alone reveal their position and their strength; but veterans are at the front, and only when the gleam of the enemy's volleys are seen do they send their deadly response beneath the fiery belt. Repeated charges are made, but with deadly effect to the charging.

The night of horrors ends at last, and when the rising sun sends its first gleam across Mission Ridge, the flag of our Union is floating from the promontory that looks down on four States restored to a Union that shall never end.

Onward sweeps the tide of battle, surging up the slope of Mission Ridge, streaming over every rampart like a tidal wave, till the enemy, driven in confusion, strew the ground with guns, knapsacks, belts, cartridge-boxes and every incumbering weight. Onward the flying host is pursued, till at Ringgold Gap they make a stand and bravely retrieve their failure at Mission Ridge, while our hosts are thinned with artillery blasts and enfilading fires that check our wild advance. I hear again the shrieks and moans of Ringgold Gap; I hear, too, the wild cry of agony on Tuscumbia's rolling hills, and out from the shadows of prison-pens I hear again the pitiful wail of the despairing captive; but these are now like the figments of a troublesome dream, as the favored sleeper wakes to an auspicious morn.

Long may we enjoy the peace that comes of one country, one Constitution, and one flag; but are we not one people, in blood, and language and aim? And ever green be the graves of those whose lives were given to perpetuate a Union the most natural, possible, and worthy.

In the Sick Room.

In taking charge of a nervous patient the nurse should see that every reasonable cause of annoyance is removed. Rest, quiet, and freedom from care is the best of prescriptions, and whatever frets and irritates retards recovery. The attention should be occupied and the mind diverted without being fatigued. Symptoms should never be dwelt upon and discussed, but quietly disposed of in a few kind and cheering words, while some measure is taken for their alleviation. Some of the physicians who make the treatment of these ailments a speciality in their practice order complete rest in bed for their patients; they are separated from their friends and put in charge of an efficient nurse, and nothing that can harrass or disturb is allowed to come near them. This treatment is very effectual in some cases, but it can hardly be carried out at home except under peculiarly favorable circumstances. Nervous persons should have a light, easily digested diet, and if able to go out, take moderate exercise in the open air, in hopes that the exertion may induce natural sleep. They should be encouraged to exert themselves in any way not too fatiguing, and that is not followed by a reaction. Light gymnastics are sometimes beneficial, or some fresh pursuit may be taken up that will occupy the mind without tiring it by working in well-worn grooves. After every exertion there should be a corresponding period of rest. The physician in attendance will prescribe the medicine he thinks most suitable, and the patient should be encouraged to have faith in him and in the good effects of the remedy.—*Elizabeth Robins Scovil in Good Housekeeping.*

About Indigo.—Indigo comes from a plant which grows in Asia, Africa and South America. The plant is not exactly alike in these different countries, but it is everywhere very pretty, with long, slender leaves and rose-colored blossoms. The plant grows very tall, often as high as six feet. The coloring matter is found in the leaves, and is made apparent as the leaves dry. When the plant has arrived at the proper stage it is cut off and cast into a sort of vat with other plants, and after being covered with water they are left to ferment. During this fermentation the indigo is deposited in the water. It has to go through several processes before it is ready for market.

It is a painful fact that the world never knows the great respect lawyers have for each other's ability until one is sued or dies and a bar meeting is held.