THE RAILROAD DEBT TO THE GOVERNMENT.

[S. F. Alta, November 3.]

I.

The time is near at hand when the bonds issued by the United States in aid of the Central and Union Pacific Railroad will begin to mature, and before that time arrives the Government ought to determine definitely what course it will pursue with respect to requiring payment by the companies of the debt represented by those bonds. Shall it pursue the role of a harsh and exacting creditor, and rigidly insist upon payment of every dollar of principal and interest at maturity? Or shall it adopt a more generous policy and either forgive the debt entirely, or provide for its gradual payment, upon easy terms, by services to the Government or the like? To reach a just and wise conclusion upon this point requires a careful consideration of the history of the debt, of the circumstances attending the issuance of the bonds, and of the understanding, express or implied, upon which they were issued.

We propose, therefore, in a series of articles, of which this is the first, to discuss this subject chiefly from a historical point of view, and to show, from the Congressional debates on the bills authorizing the bonds, and from other undoubted and undeniable facts, that to exact from the companies absolute payment, at all events, of those bonds when due, would be contrary to the expectations and intentions of the country at the time of their issuance, and that a generous policy in dealing with this question is the only just policy. We propose to show that it was generally understood when the Acts providing for the bonds were passed, that the corporations were to pay them only in transportation services to the Government and in the five per cent. of net earnings stipulated for in those Acts. We propose to show that in fact the companies have already more than paid the bonds in the saving to the Government upon transportation which they have effected.

This is a question of vital consequence to the people of California, especially so far as the Central Pacific Company's proportion of that debt is concerned. They have an immediate, personal, financial interest in it. If the Central Pacific Company is required to pay that debt, or its proportion of it, it must get the money out of its traffic to reimburse it. It will simply advance the money, and its patrons must pay it finally, principal and interest, with further interest to the company for the advance. To impose the debt upon the company is to impose it upon those who do business over the road. It is to increase by that amount, with interest, to cost of the service of the company to its customers, without any corresponding increase or improvement of the service. It is to require that, for years to come, every immigrant to this coast who travels by that road; every passenger who goes or comes by it; every pound of merchandise that it brings to us, and every pound of our products that it carries away, shall pay toll to discharge that debt.

Leaving the Union Pacific out of the case entirely, to require the Central Pacific Company to pay its proportion of those bonds will impose a tax of $75,000,000 or $80,000,000 on the patrons of that company's road. The Central Pacific Company's proportion of the principal of the bonds is, in round numbers, $28,000,000, upon which the interest for thirty years, at 6 per cent will aggregate about $50,000,000. Deducting what has already been paid in Government transportation, etc., and allowing the company interest on the advances necessary to pay the residue, would bring the aggregate yet to be paid by the patrons of the road, to discharge that debt, up to $75,000,000, if not beyond.

The question as to whether or not this stupendous impost shall be laid on the traffic over the Central Pacific road, to say nothing of the Union Pacific, is certainly one in which the people of the Pacific coast may be expected to take a very warm interest. When it is remembered, too, that the construction of that road was a great national enterprise, and that it received national aid on that ground, the attempt to reimburse the nation for $75,000,000 or $80,000,000 of that aid by imposing it as a burden upon the business of the patrons of the road, becomes still more interesting. The people of California and of other States and Territories served by the road might well be pardoned for opposing any such invidious imposition, even if that had been the declared intention when the debt was contracted. But we propose to show that nothing of the kind was intended or expected.

Certain facts stand out prominently in the Congressional debates of 1862 on the Pacific Railroad bill, which utterly forbid the supposition that absolute repayment of the money to be advanced by the Government could have been designed or expected. Among these facts we may mention: The admitted difficulty of the enterprise, the necessity of the most liberal Government aid to carry it through, its general distrust of the success of the road as a business undertaking. With respect to the difficulty of it, indeed, it is curious and interesting, as well as instructive, to observe how difficult it was regarded then from the view commonly taken of it now in some quarters. There are now multitudes of village financiers and ward statesmen in every part of the country who never tire of assuring us that the building of the first Pacific railroad, with the aid which was given by the Government, was the easiest possible undertaking, and that "anybody could have done it."

How different was the feeling in 1862, both in and out of Congress. With what appalling magnitude the enterprise then loomed up before the eyes of the country, and how dubious seemed the prospect of success, even with the Government aid provided for in the Act which was then passed? No one whose opinion was worth considering would have dreamed of suggesting that the aid promised was too liberal. The great fear was that the Government was too grudging, and that it was not doing enough to enlist necessary private capital in the work Except among the enthusiastic California members of Congress, and some others representing constituencies along the line of the road and directly interested in its success, the prevailing opinion even among the friends of the measure, was that after the road was built it would not be profitable to run it, perhaps for many years. And no thorough friend of the enterprise would have thought of insisting upon the absolute payment without regard to the profitableness of the enterprise or the incomes of payment. Any such requirement, it was generally understood, would defeat the road; and that result it would have no doubt accomplished.

Nor is it to be wondered at that leading public men then regarded the building of this road as such a stupendous undertaking, requiring for its success the utmost liberality in Government aid, or that they gravely doubted the possibility of operating it profitably when completed without still further aid. There was no parallel for such an enterprise in the history of railroad construction of that time. To build a railroad entirely across the continent, over mountains almost impassable, through wilderness and desert, with no possibility of local traffic to sustain it when built, unless the road itself should draw population after it, and thus create its own business, and yet to build it not wholly as a Government work, but partly by private capital, which could be enlisted in the enterprise only by a prospect of profit, was indeed a task to tax the statesmanship of the nation. The land grant proposed to be given was, of course, large in area, but after all it was a very unsubstantial sort of aid. Much of it would be utterly valueless without the road. How, then, could it aid in building the road? Except a small portion of the land, the money subsidy was, indeed, the only part of the Government aid which would be immediately available in constructing the road. And if that was a mere loan absolutely repayable at maturity, without regard to the success or failure of the road, it might in the event prove worse than no aid at all. If the road proved unsuccessful the company would find itself in the end burdened with a debt of many millions for which it received a consideration of only seventy-five per cent., owing to the discount on the bonds, and with no assets but a worthless land grant and a non-paying railroad. What capitalist would have engaged in an enterprise of such stupendous proportions with such a mere pretense of Government aid? Even without the requirement of absolute repayment of the money subsidy the Government aid was by no means sufficient to insure success. What wonder is it, then, that cool-headed men regarded the prospect as doubtful and anticipated that still further aid would be necessary to carry the work through? What wonder is it that some of the shrewdest financiers in the country hesitated or refused to invest their money in such a hazardous undertaking?

As we turn the time-stained, dingy pages of the *Congressional Globe* of a quarter of a century ago and read the debates on the Pacific Railroad bill, we are struck with the broad, wise, prudent, and yet generous statesmanship which then guided our national affairs. Notwithstanding the perilous condition of the country the statesmen of that day, realizing the vital national importance of a transcontinental railroad, and the almost insurmountable difficulty of its construction, were willing to make every possible concession and sacrifice consistent with the other great interests com itted to their charge, to induce men of enterprise to undertake the work. It was a most critical period in our history. The smoke of civil war overspread the land with hourly deepening gloom. McClellan was engaged in his glorious but disastrous peninsular campaign. In that month of June, 1862, when the debate in the Senate on the Pacific Railroad bill took place, occurred those memorable "Seven Days Battles," splendid with victory and yet ending in defeat. As Senators leaned from their seats and listened toward the South, in the pauses of the debate, they could almost hear the boom of cannon thundering at the gates of Richmond. The nation had 600,000 men in the field. Its expenses were reckoned at $3,000,000 a day. Its notes and bonds were at a heavy discount in its own markets. Its credit was strained to its utmost tension. It had not a dollar to spare for any purpose not national and not of immediate and urgent necessity. The building of the Pacific Railroad was recognized by all as an essential national work. Its necessity was admitted by all to be present and pressing.

The necessity of the road had been brought into startling prominence by a sinister incident a few months before this bill was passed, which was mentioned in the course of the debate. It was stated that, during the controversy growing out of the "Trent affair" in November, 1861, when war with England was imminent, orders were sent by the British Government to the commander of her Majesty's squadron in the Pacific to take possession of San Francisco immediately upon a declaration of war, It was realized by all that if war had come not only San Francisco but the whole Pacific coast must have succumbed to the British arms before any adequate force could have been sent to resist them, and that the English flag would have floated over the whole coast from Russian America to the Mexican line. A means of speedy communication and transportation of armies, etc., between the Atlantic and the Pacific was thus proven to be a matter of urgent national concern.

In view of these facts, leading Senators and Representatives were willing to do all in their power to secure the prompt construction of this great national highway. They were willing to give all necessary aid to induce private capital to undertake the work. They were willing to give liberally of land, for without the road most of the land proposed to be given was worthless. They were willing to pledge the national credit to any reasonable amount and upon the easiest terms. They would have given the money outright if it had been necessary and the condition of the national finances had admitted of it. As it was, they were willing to lend the national credit upon the terms of repayment in service and in a percentage of net earnings of the road. They would have done more if more had been necessary. The end in view was to secure the construction of the road at all hazards, and they were willing to do whatever was necessary and possible to accomplish that end. Actuated as they were by these high and patriotic motives, realizing as they did the difficulty of the work, and believing, as most of them did, that the success of the road as a business venture would be doubtful at least for a time after it was constructed, they were in no mood to make a Shylock bargain with those who should undertake the work and carry it through.

The extracts of the debates, and from the proceedings of the two houses on this original Pacific Railroad bill which we propose to present in these articles will make it entirely clear that the views, purposes and anticipations above indicated were those which controlled the action of those bodies on this great measure and that they did not have and could not consistently have had, any design or expectation that payment of these bonds, except in service and in the percentage of earnings mentioned, should or would ever be exacted of the companies concerned. The bill itself, we think, showed this, but if it did not, we submit that the intent and understanding of Congress upon this point at that time, as gathered from the debates, should have great weight now in determining whether or not the Government shall insist upon absolute payment of the bonds in full without regard to any of the equities claimed by the companies.

II.

In endeavoring to ascertain whether or not it was intended or expected by the Congress which passed the Pacific Railroad Act of 1862, that the companies should at all events pay to the Government the principal and interest of the bonds authorized by that Act, otherwise than in the mode therein specifically provided, we have not the advantage of express declarations upon that point from all or any considerable number of the members of either House. Very few of them expressed any opinions directly upon that subject. We are compelled, therefore, to rely upon the statements of the views of the few who did declare themselves upon that point, and on the fact that those views were expressly or tacitly assented to by others.

In the Senate, besides some briefer occasional declarations from others, we have, upon this subject, explicit, direct, clear, and often repeated statements of the opinions of one who has always been regarded as one of the statesmen of widest, farthest and keenest view in that body, one especially skilled in dealing with economic questions and questions of finance, having an extended and accurate acquaintance with railroad legislation and with the history of railroad enterprises in America, representing a constituency largely interested in enterprises of that sort, and one who, while he lived, was acknowledged to be one of the wisest and safest leaders of his party—Henry Wilson, of Massachusetts. He was one of the earliest and most devoted friends of the Pacific railroad in Congress. He was for years before the bill of 1862 was passed a stanch and earnest supporter of every measure for the construction of that great work, which had any merit or gave any promise of efficiency or offered the faintest prospect of success. He was from first to last an ardent and consistent friend of the bill of 1862—one of its ablest and most effective champions.

And yet Senator Wilson openly and constantly declared that he did not expect that the road would be a paying enterprise after it was built, perhaps, for many years, or until the country through which it would pass grew so as to furnish a sustaining traffic. He frankly declared that he never expected to see the debt represented by the subsidy bonds paid by the companies, and that he did not believe the companies would be able to pay them, but that, on the contrary, they would require still further aid in order to complete the road. He favored the road, not because it would, in his opinion, be a paying investment, but because it was a work of national necessity, to consolidate and solidify the Union and to furnish the means of prompt protection against external and internal foes to the distant States and Territories of the Pacific coast. He was in favor, therefore, of the utmost liberality and generosity on the part of the Government in dealing with the constructors of the road, and was resolutely opposed to every useless restriction or imposition which might deter men from investing their capital in the enterprise, or impede their success after they had invested. And in this he was the representative of the solid, conservative business sentiment, as well as the patriotic feelings, not only of his own State, but of all Eastern States having no immediate conection with the road.

We present here some extracts from Mr. Wilson's remarks on the bill, at different stages, to show not only his friendship for the enterprise, and the lengths to which he was willing to go in its support, but also his want of faith in it as a money-making investment.

In the course of the debate of June 17th Mr. Wilson said:

I have little confidence in the estimates made by Senators and members of the House of Representatives as to the great profits that are to be made, and the immense business that is to be done by the road. I give no grudging vote in giving away either money or land. I would sink $100,000,000 to build the road, and do it most cheerfully, and think I had done a great thing for my country if I could bring it about. What are $75,000,000 or $100,000,000 in opening a railroad across the central regions of this continent that shall connect the people of the Pacific and Atlantic, and bind us together! Nothing. As to the lands I do not grudge them. * * * I tell you these grants of lands to these roads are no such great things after all. I hope they will make money out of it. I think, however, it is but a small contribution by this Government for the great object in view.

I am willing to give this amount, or double this amount of land if it will aid in completing this road. If anyone imagines that putting money into these roads is to bring great returns. I think they will be greatly mistaken. Anybody who has studied the railroad interests of this country, who has examined the condition of the various railroads of the country and knows how they are situated, what their business of every kind and description has been, and has examined the value of their stock, knows that the railroad business as a whole in this country is no very profitable undertaking. I want to be as liberal in money. I want the bill to be so framed and guarded in the provisions for the money we shall give. I want to give that quantity of land, and I want it all so arranged in this bill that when we have passed the bill we shall feel that we are to have a railroad. If by the liberality of this Government, either by money or land, we can induce capitalists to put in the money necessary to complete this road, we shall have achieved something for the country.

How resonantly those words ring out above the shrill screech of the penny-whistle "statesmen" of to-day, who get their living by raving against railroads and the builders of them. But as still more aptly illustrating the feeling of the statesmen of those times on this question, and directly showing that it was not the intention or the expectation that the roads should pay the money advanced at all events or otherwise than by services, etc., we quote again from Mr. Wilson in a subsequent speech on the same day. He said:

As to the security the United States takes on this road, I would not give the paper it is written on for the whole of it. I do not suppose it is ever to come back in any form except doing in the road the business we need, carrying our mails and munitions of war. I vote for the bill with that expectation and that understanding. The idea of security to the Government of the United States for the advance of this money, the idea that it is ever to be paid back to the United States, I consider as visionary as anything that could be uttered in the Congress of the United States. In my judgment we ought not to vote for the bill with the expectation or with the understanding that this money which we advance for this road is ever to come back into the Treasury of the United States. I vote for the bill with the expectation that all we get out of the road—and I think that is a great deal—will be the mail carrying and the carrying of munitions of war, and such things as the Government may need, and I vote for it most cheerfully with that view.

In reply to this Mr. Howe, of Wisconsin, said that if he did not expect to get the money back he "should find great difficulty in voting for the bill." The best commentary on this remark is the fact that Mr. Howe, of Wisconsin, was one of the five Senators who finally voted against the bill. Mr. Wilson answered Mr. Howe as follows:

I will say to the Senator of Wisconsin that I have expressed this opinion deliberately. I have studied the railroad system of this country, and its condition, and I make the prediction here to-day, and let it go upon the record, that the man is not born in this country, nor is there born the grandfather of the man in this country, who will ever see this nation get back this money. It is an impossibility. The road will never be worth it. I am for a railroad. I am for making this grant. I am for taking some security on the bed of the road. On the rolling stock of the road I would not take any security, and I would go further than that, and I would provide in this bill that this road should never be mortgaged to anybody but the Government of the United States. I want the men who go into the enterprise to put their money in it, and not to borrow money and give mortgages on what the Government of the United States does for them; wanting them to put their money into it, I am against driving a hard bargain with them. I do not want to do anything in this bill that shall prevent men putting their money into this road. On the contrary, I want to invite the capitalists of the country to invest their money in the road and finish it. I do not expect any of our money back. I believe that no man can examine this subject and come to the conclusion that it will come back in any other way than is provided for in the bill, and that provisions for the carrying of the mails and doing certain other work for the Government of the United States. In that way we are to get our compensation, and in my judgment it will be ample and complete, but the idea that the $16,000 or the $48,000 per mile we put into the road is ever to be received back into the treasury of the United States, is as visionary as anything that ever entered the brain of man.

These remarks of this far-sighted statesman indicate that he at least did not think it reasonable to expect or right to exact, absolute repayment of the money advanced by the Government, otherwise than by the services provided for in the bill itself. He thought that would be "ample" repayment.

The whole tenor of the discussions in the House and Senate shows that this was the general view, although not so openly declared by others as by Senator Wilson. This was the understanding and expectation upon which the bill was passed. It should, therefore, in all honor and good conscience, have a large influence in the adjustment of matters between the companies and the Government, even though the words of the Act may admit of a harsher construction against the companies. If the builders of this road were entitled to the generous consideration and treatment of the nation, and of its Legislature, before they had built a rod of the road, or invested a dollar in it, in order to induce them to make the investment, how much more are they entitled to it now that they have made the investment and completed the road.

SOCIAL AND PERSONAL.

Mrs. H. Hummel went to San Francisco yesterday.

Miss Belle Green went to the Bay yesterday afternoon.

Mrs. Rodolph Pedlar has returned from a visit to San Francisco.

Alex. Badlam, of San Francisco, passed through on his way East yesterday.

Senator Frederick Cox, Mayor Gregory, John Robinson and C. A. Noyes went below yesterday.

Alvin Joslin and his troupe of twenty people came over from Woodland yesterday, en route to Stockton.

Felix Tracy, Wells, Fargo & Co.'s local agent, who has been seriously ill for some time, is slowly recovering.

David Lubin, a well-known merchant of this city, who has been confined to his bed for some time, was in a slightly improved condition yesterday.

Mrs. Colonel Springer, who is traveling in the interest of the Home Missions, arrived in the city yesterday from Boston. She says she is greatly delighted with Sacramento. Mrs. Springer will leave to-day for San Francisco, accompanied by Mrs. D. R. Brown of Iowa.

Arrivals at the Capital Hotel yesterday: W. E. Moore, Conn; F. Bagot, city; S. G. Little, Arizona; Mrs. H. Bay, Chico; Ed. Christy, Folsom; L. H. Hoppin, Yolo; A. C. Harper and wife, Los Angeles; W. H. Holmes, Delta; Wm. Hood, Elmira; Paul Trembly, Placer county; Louis Mativia, Latrobe; F. Carnahan, Indianapolis.

Arrivals at the Golden Eagle Hotel yesterday: Dana K. Allen, Boston, Mass.; R. W. Cahoon, Newark, N. J.; B. B. Borth, Virginia City; R. Maxwell, Rockville, Conn.; Wm. H. Brown, San Francisco; U. J. Ullery, Cleveland, O.; R. R. Porter and wife, Chicago; W. E. Hayford, Colfax; J. S. Rice and wife, W. G. Rice, San Francisco; T. J. Cronin, Charley Reed, Albert Riddle, Mark Sullivan, Miss Georgia Parker, Miss Edith Jennesse, Miss Fannie Johnston, Miss M. Hornby, Whitney Lyon, New York; J. S. G. Gordon and wife, Oakland; S. A. Carleton, Boston; C. W. Mutill, Springfield, Mass.; Thos Beumett, Mrs. C. Reed, San Francisco.

THE CALIFORNIA AND OREGON.—The grading work on the California and Oregon has been completed to Ashland, and rails have been laid to the entrance of the No. 2, Siskiyou tunnels, the boring of which is not yet completed. The line, however, is only being operated to Siskiyou Station, and from that point the stages start daily. Travel has increased tremendously of late, and the average daily is from 50 to 70 passengers. There is now no question but that the line will be completed by December 1st.

F. A. Paddock, a New York man summering at Delhi, dreamed he was diving at Coney Island, the other night, and came within an ace of knocking his brains out against the side of his bedroom.

WEATHER COMPARISON FOR OCTOBER, FROM 1879 TO 1887.

The weather for October was exceedingly pleasant and fine, more so than usual—that is, the average temperature was above the normal by about 6°. It is the second time in eleven years that the highest temperature reached 90° and above. There were four days in 1885, the highest being 98°; and four days this month, the highest being 92°. It is nothing unusual for the month to pass without having a light frost. Out of a record of eleven years there were light frosts during six years and no frost during five years. Those which gave light frosts were 1877, two; 1878, one; 1881, three; 1882, eight; 1883, ten, and 1884, three. No frost reports in 1879, 1880, 1885, 1886 or 1887 by the Signal Service records. The lowest temperature, from the same records, during eleven years was 36°, in 1881. The average total velocity of wind for October in ten years past was 3,812 miles, while this month gave 4,624 miles, or 812 miles in excess of the average—in fact, this month gave more wind by 86 miles than was ever before recorded by the Signal Service since 1877, when observations were first begun.

RAINFALL.—This is the ninth time out of thirty-nine years upon which not a drop of rain has fallen during the month of October. Out of eight years, there were two of them followed by an extremely dry season—viz: October, 1850, the season's rainfall being only 4.71 inches, and October, 1863, followed by a season's rainfall of 7.79 inches. Two years with no rain in October were followed by a moderate rainfall—viz: 1855, season's rainfall, 13.76 inches, and 1868, with 16.64 inches: and four years with no rain in October were followed by large rainfalls, viz: 1852, 36.36 inches rainfall; 1859, 22.06 inches; 1867, 32.79 inches, and 1880, with 26.67 inches. This last one (1880) there was not a drop of rain until the two last days in November, when .05 of an inch was precipitated; but was followed in December by 11.81 inches, and January, 1881, 6.14 inches, and February, 5.56 inches. The highest water ever recorded was during the latter month (February) when 26 feet 7 inches was the hight of the river, on February 4, 1881. It is, therefore, possible if no rain falls before December of this year, that we might be flooded out before March. A rainless, or dry October is no criterion to judge whether our coming season is to be one of drought or one with a deluge.

OCTOBER.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.
Mean barometer	30.01	30.02	30.03	30.02	30.00	29.99	29.95	30.02	29.96
Mean temperature	61.5	62.1	56.8	58.4	58.2	59.9	64.3	57.1	66.5
Mean humidity	63.1	54.3	62.6	72.5	71.2	71.2	62.3	69.7	46.0
Mean dew point	......	......	42.2	48.7	48.0	49.8	49.1	46.2	42.6
Highest temperature	87.0	85.0	81.0	76.8	81.0	80.5	98.0	85.5	92.0
Lowest temperature	40.0	46.0	36.4	38.8	42.2	42.0	40.0	38.5	42.0
Total rainfall	.88	.00	.55	2.63	.97	2.01	.02	.68	.00
Prevailing wind	S.	N.	S.	S.	S.	SE & N.	NW.	NW.	NW.
Maximum velocity	16	18	19	28	21	20	18	17	33
Monthly velocity	3,077	3,656	4,538	3,897	3,988	3,495	3,761	3,583	4,624
Total clear days	23	23	22	19	19	26	20	22	28
Total fair days	5	7	8	10	9	4	9	9	3
Total cloudy days	3	1	1	2	3	1	2	0	0
Total days rain fell	4	0	7	7	8	5	3	5	0
Days max. temp. 90° and above	0	0	0	0	0	0	4	0	4
Highest river	7.4	7.8	8.2	11.8	8.3	10.1	7.6	8.4	7.2
Lowest river	5.8	7.6	6.4	5.8	6.8	7.8	7.4	7.4	7.2
Monthly range	1.6	0.2	1.8	6.0	1.5	2.3	0.2	1.0	0.0

SUMMARY FOR OCTOBER, 1887: Daily average temperature for the month, at 4 A. M., 54.8°; 12 M., 74.9°; 7 P. M., 69.7°; monthly average, 66.5°; highest and lowest temperature for the month, at 4 A. M., 68° and 46°; at 12 M., 86° and 64°; at 7 P. M., 79° and 58°; highest and lowest temperature for the month, 92° and 42°; average hourly velocity and prevailing direction of the wind for the month, at 4 A. M., 6 miles, from the northwest; at 12 M., 8 miles, from the northwest; at 7 P. M., 6 miles from the northwest. The average maximum velocity and direction of the wind for the month, at 4 A. M. was 11 miles, from the northwest; at 12 M., 12 miles, from the northwest; at 7 P. M., 12 miles from the northwest. Highest velocity during the month was 33 miles per hour from the northwest on the 7th. The extreme velocity taken from the mile made in the shortest space of time was 40 miles from the northwest on the 6th, 7th and 8th.

SERGEANT JAMES A. BARWICK,
Observer Signal Corps, Sacramento, California.

SAN FRANCISCO AND VICINITY.

At the Blood-Horse races at Oakland on Thursday Repetta, Laura Gardner, Joe Hooker, Jim Brown and Patsy Duffy were the winners.

A meeting of the Presidio Branch of the Irish National League was held Thursday night to make preparations for attending the reception to be tendered Hon. Arthur O'Connor, M. P., and Sir Henry Grattan Esmonde, M. P., on next Friday.

No assignment of the Ackerman Bros. has been filed, although such action is expected. The liabilities on this coast, according to information gained by Davis' mercantile agency, are fully $155,000, and altogether are not far short of $400,000.

The father of Daniel J. Creighton states that his son's wife received a letter from Creighton several days ago, dated from Guaymas. In this letter the ex-Senator stated that he was very sick from malarial fever, and that he intended to come back soon.

Treasurer Dudley Bates, of the Boys' and Girls' Aid Society, reports that during the past fiscal year receipts aggregated $48,056 28, salaries amounted to $5,007 01. The new building on Baker street complete cost $30,993, and for this purpose Charles Crocker gave $31,000.

SUPERIOR COURT

Department Two—Van Fleet.

FRIDAY, November 4th.

Baker & Hamilton vs. Frank Swift—November 17th.
Kohn vs. Cappin—November 21st.
Kohn vs. Cappin—November 21st.
Whitney vs. Kirkpatrick—November 22d.
Estate of S. R. Caldwell—November 23d.
Burroughs vs. Tomilson—November 28th.
Chas. Stone vs. Jennie Stone—November 29th.
H. C. Brown vs. Grace Calhoun—Judgment for plaintiff without costs.
Estate of B. B. Brown, deceased—Order made for hearing final accounts and distribution.
Estate of Maggie Campbell, deceased—Order made discharging executor.
Estate of Joseph Fritz, deceased—Decree of due notice to creditors.
Estate of M. Watts, deceased—Decree of due notice to creditors.
Estate of Geo. C. Zeh—Order made amending decree.
Estate of Thomas Brannigan, deceased—John Grant appointed administrator, bond $2,000. Appraisers—I. Foley, E. Greer, R. H. Hawley.

Department One—Armstrong.

FRIDAY, November 4th.

F. F. Doland vs. J. E. Mooney—Continued.
Julia A. Hagle vs. John Hagle—Continued.
In re. E. W. Potter, an insolvent debtor—Continued.
In re. A. H. Packard, an insolvent debtor—J. W. Hughes appointed assignee; bond, $100.
Catharine McGraw vs. Mary A. Wallace—Continued.
James Eagan vs. Jacob Keeper—November 30th.
H. Fisher vs. E. J. Boden—November 29th.
E. J. DePue vs. F. Steinmeyester et al.—November 28th.
Maria Dassonville vs. A. A. Dassonville—November 19th.
People vs. John Carrick—November 23d.
Robert Miller vs. J. G. Van Tine—December 5th.
The People ex rel. M. O'Meara vs. Con. Sullivan—December 1st.
H. A. Caulfield vs. Robert Miller—November 26th.
R. A. Miles vs. S. Prouty—November 29th.
Robert Miller vs. Emma Sullivan—December 5th.
T. L. Acock vs. J. H. Dunhan—December 5th.

REAL ESTATE TRANSFERS.

[Filed November 4, 1887.]

Mrs. Anna to George W. Goddard—West ¼ of northeast ¼ of section 35, township 8 north, range 5 east; $900.

Helen Hunt to Christian Rassmussen—South ½ of east ½ of lot 8 in block C and D, Eleventh and Twelfth streets; grant.

John Hagely to J. J. Speiker et al.—West ½ of lot 2 in block I and J, Nineteenth and Twentieth streets; $1,100.

V. A. Topscon to J. A. Parker—West ½ of lot 3 in block N and O, Twenty-second and Twenty-third streets; $1,000.

IT PAYS TO THINK.—A striking instance of the extent to which labor-saving machinery is carried nowadays, says the *Industrial Journal*, is shown in the tin-can industry. Everybody knows that tin cans are manufactured by machinery. One of the machines used in the process solders the longitudinal seams of the cans at the rate of fifty a minute, the cans rushing along in a continuous stream. Now, of course a drop or two of solder is left on the can. The drop on the outside can easily be cleaned away, but it is not so easily to secure the drop left on the inside. It wouldn't do, of course, to retard the speed of the work—better waste the drop; it is only a trifle anyhow, and to 99 men in 100 it would not seem worth a minute's attention. The hundredth man worked for a firm using one of these machines, and he set about devising an ingenious arrangement for wiping the inside of the can, thereby saving that drop of solder and leaving none to come in contact with the contents of the can. He was encouraged by his employers to patent his invention, did so, and has already received several thousand dollars in royalties for its use. As the machine solders 20,000 cans a day, the solder saved by his invention amounted to $15 a day. It pays to think as you work.

A LESSON IN ECONOMY.—We now sport a rich milch cow. How did we get her? Bought her. Paid $40 for her, the whole amount being ten cents a day saved since March 6, 1886. On that day a friend of ours insisted on treating us to a smoke, as it was our birthday, but we refused the kindness, informing him courteously that we never smoked a cigar, to which he replied that he averaged from one to three per day, at a cost of five cents to twenty cents each day, and that he never missed the small change. We tolk him then that from that day on we would lay away ten cents per day as long as we were able to do so, and see how much it would amount to each year. We have kept it up to date, and, as a consequence, we have a fine Durham cow and calf, bought with 400 ten-cent pieces.—*Bandera (Tex.) Bugler.*

A SEA BREEZE FROM STOCKTON.—A San Francisco woman's husband, though not a sailor, is fond of schoonering. She found him launching the cargo of one of these down his alimentary canal, the other day, and with a blow from her hand wrecked the glassy craft. A policeman arrested her for piracy, but Judge Hornblower decided her to be a domestic revenue cutter, and discharged her, saying she yacht to be careful how she raises a breeze.—*Stockton Independent.*

SUNDAY RELIGIOUS NOTICES.

Christian Church, Eighth, between N and O—R. L. McHatton will preach Sunday morning at 11 o'clock and evening at 7:15. Sunday-school, 9:45 A. M. Prayer meeting Thursday evening. Minister's residence northwest corner Nineteenth and N streets. *

Westminster Presbyterian Church, cor. Sixth and L—Preaching by the Pastor, Rev. J. E. Wheeler, D. D., to morrow. Morning service and communion of the Lord's Supper, 10:45; evening, 7:50; Young People's meeting, 6:45 P. M. Strangers invited to attend. *

United Brethren in Christ. Preaching by the pastor, Rev. T. J. Bauder, at 11 A. M. and 7 P. M. Morning subject, "Lessons from Bible Mountains." Evening subject, "Everything New." Sunday-school at 9:45 A. M. Prayer meeting Wednesday evening. You are welcome to these services.

Young Men's Christian Association, Sixth street, between J and K—Rev. A. T. Needham will address young men only Sunday afternoon at 3:30 o'clock. Good singing. All young men welcome.

M. E. Church South, Seventh street, between J and K—Rev. George B. Winton, pastor. Residence, 621 J street. Sunday services, 11 A. M. and 7:30 P. M.; Sunday-school, 12:15 P. M.; prayer meeting Thursday evening. A cordial welcome extended to strangers.

St. Paul's Church, Eighth street, between I and J—Services at 11 A. M., with holy communion; evening services at 7:30 P. M. The public cordially invited. Sunday-school at 12:40; Mission school at 9:30 A. M. *

Fourteenth-street Presbyterian Church, between O and P—Pastor, Rev. George R. Bird. At 11 A. M. services and sermon, "Solomon's Song," and 7:30 P. M., "The Oath of the Almighty." Sunday-school 9:45 A. M. Bible class 12:15 P. M. Young people's meeting 6:45 P. M.

Calvary Baptist Church, I street, between Twelfth and Thirteenth—Preaching by Rev. A. C. Herrick, pastor. At 11 A. M. theme, "The Way Christ Treated a Heathen." Patterson Mission school, removed to Twenty-fourth and K, Washington Mission school, both at 3 P. M. Evening service at 7:15. All are welcome. Communion at the close of the evening service.

First Baptist Church, Ninth street, between L and M—Services at 10:45 A. M. and 7:30 P. M., conducted by the pastor, Rev. J. E. Hopper, D. D. Sunday-school at 12 M. Young people's meeting at 6:30 P. M. Prayer meeting Thursday evening at 7:30. Strangers cordially welcomed.

Congregational Church, Sixth street, between I and J—The pastor, Rev. W. C. Merrill, will preach at 10:45 A. M. The Sacrament of the Lord's Supper will be administered at the close of service. Sunday-school at 12:15. Mission school, Twenty-third and K, 3:30 P. M. Society of Christian Endeavor in lecture-room at 6:15 P. M. Popular bible lecture by the pastor at 7:30, subject, "Tenting on Lot's Campground."

First Unitarian Society, Pioneer Hall, Seventh street, between J and K—Preaching at 11 A. M. by Rev. C. P. Massey. Subject: "Persistency as an Element in Character." Sunday-school at 12:15. A cordial invitation is extended to all.

Central M. E. Church, Eleventh street, between H and I, Rev. Thomas Filben, pastor. —Preaching at 10:45 and 7:30. Evening subject, "Filthy Rags." Young people's meeting at 6:15. Praise service from 7:15. Strangers specially welcome.

FULL WEIGHT PURE

DR. PRICE'S CREAM BAKING POWDER

MOST PERFECT MADE

Its superior excellence proven in millions of homes for more than a quarter of a century. It is used by the United States Government. Indorsed by the heads of the Great Universities as the Strongest, Purest, and most Healthful. Dr. Price's the only Baking Powder that does not contain Ammonia, Lime or Alum. Sold only in Cans.

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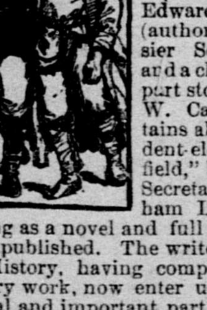
THE CENTURY MAGAZINE



Begins its new volume (the 35th) with a magnificent November number, containing the beginning of a powerful novel by Edward Eggleston (author of "The Hoosier Schoolmaster") and a charming three-part story by George W. Cable. It contains also "The President-elect at Springfield," by the Private Secretaries of Abraham Lincoln—as interesting as a novel and full of facts hitherto unpublished. The writers of the Lincoln History, having completed the preliminary work, now enter upon the more personal and important part, to be called "Lincoln in the War." A great feature of the November CENTURY is the paper on "The Last Appeal of the Russian Liberals," being the first of the long-expected series on

"SIBERIA

And the Exile System," by George Kennan, who has recently returned from a journey of 15,000 miles through Russia and Siberia (accompanied by an artist), undertaken at the expense of THE CENTURY. Mr. Kennan knew the language thoroughly; he visited all the prominent Siberian prisons, and made the acquaintance of some 300 Nihilists and Liberals, and the papers which he is now writing for THE CENTURY will form the most thorough and graphic study of the Exile System that has yet been made. All dealers sell the November CENTURY; price 35 cents, $4 a year.

THE CENTURY CO., New York.

DIED.

Sacramento, November 4—George P., only son of George and Ellen Colton, a native of Sacramento, 1 year, 2 months and 11 days.

[Funeral from residence of parents, Front street, between R and S, Sunday afternoon at 2:30 o'clock.] *

Washington, Yolo county, November 4—Thomas Watters, a native of Scotland, 53 years, 1 month and 10 days.

[Friends and acquaintances are respectfully invited to attend the funeral, which will take place from Odd Fellows' Temple, Ninth and K streets, Sunday, November 6th, at 2 o'clock. No flowers.] *

HAVE YOU A SKIN DISEASE?

If so, there is no system of treatment that offers the certainty of cure and economy of time and money as do the CUTICURA REMEDIES. We will send free to any sufferer "How to Cure Skin Diseases," 64 pages, 50 illustrations and 100 testimonials, every one of which repeats this story.

I have been a terrible sufferer for years from diseases of the skin and blood; have been obliged to shun public places by reason of my disfiguring humors; have had the best physicians; have spent hundreds of dollars, and got no relief until I used the CUTICURA REMEDIES, which have cured me, and left my skin as clear and blood as pure as a child's.

COVERED WITH SALT RHEUM,

CUTICURA REMEDIES are the greatest medicines on earth. Had the worst case of Salt Rheum in this country. My mother had it twenty years, and in fact died from it. I believe CUTICURA would have saved her life. My arms, breast and head were covered for three years, which nothing relieved or cured until I used the CUTICURA RESOLVENT, internally, and CUTICURA and CUTICURA SOAP, externally.

NEWARK, O. J. W. ADAMS.

HEAD, FACE AND BODY RAW.

I commenced to use your CUTICURA REMEDIES last July. My head and face and some parts of my body were almost raw. My head was covered with scabs and sores, and my suffering was fearful. I had tried everything I had heard of in the East and West. My case was considered a very bad one. I have now not a particle of Skin Humor about me, and my case is considered wonderful.

DECATUR, MICH. MRS. S. E. WHIPPLE.

A FEVER SORE CURED.

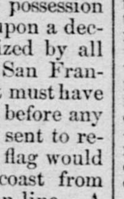
I must extend to you the thanks of one of my customers, who has been cured, by using the CUTICURA REMEDIES, of an old sore, caused by a long spell of sickness or fever eight years ago. He was so bad he was fearful he would have to have his leg amputated, but is happy to say he is now entirely well—sound as a dollar. He requests me to use his name, which is H. H. CASON, merchant, of this place.

JOHN V. MINOR, Druggist, Gainsboro, Tenn.

Sold everywhere. Price, CUTICURA, 50c.; SOAP, 25c.; RESOLVENT, $1. Prepared by the POTTER DRUG AND CHEMICAL CO., Boston, Mass.

☞ Send for "How to Cure Skin Diseases," 64 pages, 50 illustrations and 100 testimonials.

TINTED with the loveliest delicacy is the skin preserved with CUTICURA MEDICATED SOAP



KIDNEY PAINS,

With their weary, dull, aching, life less, all-gone sensation, relieved in one minute by the Cuticura Anti-Pain Plaster. The first and only pain-subduing Plaster. All druggists, 25 cents. au24-1yWS&w1y

NEW ADVERTISEMENTS.

A.·.&.·.A.·.S.·.R.—Regular Meeting of L.·. of P.·., THIS (Saturday) EVENING, at 7:30 o'clock sharp. Let every member be present.
n5-1t* ALEX. DUNN, Gr. Secretary.

Special Meeting of Washington Lodge, No. 20, F. and A. M., THIS (Saturday) EVENING, November 5th, at 7:30 o'clock. Visiting Masons are cordially invited. [1t*] W. E. GERBER, W. M.

Lily of the Valley Lodge, No. 11, D. of H., A. O. U. W., will meet in Grangers' Hall, THIS (Saturday) EVENING, at 8 o'clock, for general business. MRS. MAY, C. of H.
MAMIE ASH, Recorder. n5-1t*

There will be a meeting THIS (Saturday) AFTERNOON, at 2:30 o'clock, at the parlors of the Congregational Church, to which all the young ladies of Sacramento are invited. MRS. D. J. SPENCER will be there to address the meeting. n5-1t*

Officers and members of Capitol Lodge, No. 87, I. O. O. F., you are hereby ordered to appear at your Lodge-room, Odd Fellows' Temple, TO-MORROW (Sunday) AFTERNOON, at 1:30 o'clock, to attend the funeral of our late Brother, THOMAS WATTERS.
J. N. McDONALD, N. G.
W. A. STEPHENSON, Rec. Sec. n5-1t*

A WOMAN WANTS A SITUATION TO DO general housework; is a good plain cook. Call at Hartford Lodging-house, Fifth street, between J and K. n5-1t*

Popular Bible Lecture

—BY—

REV. W. C. MERRILL,

In the Congregational Church, Sixth street, between I and J,

SUNDAY EVENING, AT 7:30.

Subject: "Tenting on Lot's Camp Ground." n5-1t

NEW ILLUSTRATED LECTURES,

BY REV. A. C. HERRICK,

AT CALVARY BAPTIST CHURCH. November 18th, "Spain and France;" November 25th, "England and Scotland;" December 2d, "Switzerland and Germany;" December 9th, "Russia and Turkey." Course Ticket, $1; Young People's Course Ticket, 50 cents. n5-1t*

THANKS FOR DONATIONS

THE MANAGERS OF THE SACRAMENTO Protestant Orphan Asylum gratefully acknowledge receipt of the following: From Mrs. Robert Burnett, half-worn clothing; C. S. Houghton, 50 slates; Congregational Church Social, pies and sandwiches; Curtis Bros & Co., fruit and vegetables; Locke & Lavenson, 2 boxes grapes; Weinstock & Lubin, 1 box tops; Henry Shulmeyer, cash $4; Capital Gas Company, discount on bill, $4 08; W. J. O'Brien, discount on bill, 25 cents.
Sacramento, November 4, 1887.
n5-1t [B.C.] MRS. W. H. HOBBY, Secretary.

TAXES.

TAXPAYERS WHO PAY ON "PERSONAL property" only, are hereby notified that the additional State and county tax for the fiscal year 1887-8, of ten per cent, added by the State Board of Equalization, is now due and payable at the office of the County Assessor, northwest corner Seventh and I streets, Sacramento city, and that by law I must enforce collection and costs thereon. A. L. FROST, County Assessor.
o22-5tSned

DOCTOR HENRY SMITH,

(of Philadelphia)

AUTHOR OF POPULAR LECTURES ON "Science of Life," "Chronic Nasal Catarrh and Its Cure," "Cause and Cure of Deafness." "Sexual Diseases," etc, will spend the winter in California, and can now be found at 708½ K street, where he may be consulted free of charge regarding all chronic and special diseases, including Deafness, Nasal Catarrh, all Throat and Lung affections, all Nervous, Blood and Sexual Diseases or weakness of either sex, and all affections of the Kidneys and Genito-urinary Organs.

☞ OFFICE HOURS: 10 A. M. to 4 P. M., and 7 to 8 P. M. n5-1mis

AMUSEMENTS.

CLUNIE OPERA HOUSE.

GREAT SUCCESS OF THE
GREAT SUCCESS OF THE

RAG BABY

—WITH—

CHARLIE REED,

—AS—

"Old Sport"

Grand Matinee To-day.

Admission, 50 cents; Children, 25 cents; Reserved Seats, 75 cents.

TO-NIGHT! TO-NIGHT!

☞ POSITIVELY THE LAST PERFORMANCE OF THIS GREAT COMPANY, AND LAST APPEARANCE OF CHARLIE REED.

Admission—50 cents and $1. No extra to Reserve. n1-5t

Fisch & Watson's Dancing Classes

WILL ORGANIZE AT TURNER HALL as follows: GENTS' CLASS, Monday, October 10th, at 7:30 P. M. LADIES' AND GENTS' CLASS, Tuesday, October 11th, at 7:30 P. M.

☞ Private Lessons at all times and ours. o11 1m

STEINWAY & SONS' PIANOS.

MRS. K. B. HEYMAN, 620 J street, opposite Court-house. Other Pianos at reduced prices. Pianos to let. Pianos sold on installments. 2p1m

ARE YOU GOING

To San Francisco?

TAKE ROOMS AT THE ARCADE, 930 Market street (adjoining the Baldwin), San Francisco. House all newly furnished and new carpets. Single rooms and suites, from 50 cents to $2 50 per day. MRS. TREGALLIS, Proprietor. My Dressmaking Parlors are also connected with the house. o19-4p1mMWF

MISCELLANEOUS.

THE ANNOUNCEMENT!

WE HAVE SUBDIVIDED A BEAUTIFUL AND ELIGIBLY LOCATED TRACT OF LAND, AND NAMED IT

THE LOUISIANA TRACT

☞ IT IS NOW READY FOR SALE ☜

IN FIVE-ACRE LOTS,

AND CONTAINS 166 ACRES, SITUATED ONE MILE FROM CITY LIMITS, ON LOWER STOCKTON ROAD, IN REAR OF OAK PARK.

The soil is deep and FIRST-CLASS FRUIT LAND. Citrus and all Deciduous Fruits and the choicest of plants reach the highest state of perfection upon this soil. Five acres in Fruit, well attended to, will make a HANDSOME INCOME.

THIRTY ACRES OF THE TRACT IS GOOD ALFALFA LAND, from which three crops a year can be cut. A splendid road summer and winter, and watered during the summer months. The nearness of the tract to the city enables anyone to retain their position in the city and have their home in the country; while the improvements they place upon the place, with the increased values of the land, will more than double like expenditures in the city, and in a short time the purchaser is independent of any salaried position, and having a good yearly income, and a place he or she can sell for a handsome advance, if they so desire. The prices range

From $175 to $300 per Acre,

OWING TO SELECTION ($300 PER ACRE BEING FOR THE ALFALFA LAND).

TERMS—Only one-quarter cash. Deferred payments in five annual installments; interest at 7 per cent. Free from Taxes. Title Perfect. A reasonable discount will be made for cash.

FOR HEALTH the location has no superior. WATER pure and in abundance at a depth of thirty feet. THE AVENUES leading through the tract will be graded and trees set out upon their borders as soon as it rains. ☞ DO NOT DELAY getting one of these choice tracts, as none others are offered for sale in so close proximity to the city. The earlier in the season trees are planted the better they do. APPLY TO

EDWIN K. ALSIP & CO.,

REAL ESTATE AND INSURANCE AGENTS,

No. 1015 Fourth Street..Sacramento

☞ SEND FOR OUR MONTHLY CATALOGUE. ☜

TODAY and DURING THE REST OF THIS WEEK

WE WILL SELL:

Ladies' Black and Brown All-Wool Diagonal Newmarket Coats, from 52 to 60 inches long, with Ottoman Silk-lined Hoods, $7 50; sizes 34 to 42.

Ladies' Black and Brown Extra Heavy Fleeced Tricot-Cloth Newmarket Coats, with Astrakhan Trimming; sizes 34 to 42; length, from 52 to 60 inches; for $6 50.

Ladies' Fancy Stripe and Checked Newmarket Coats, with Satin-lined Hoods; sizes, from 34 to 42; length, 52 to 60 inches; $8.

E. LYON & CO.,

700 and 702 J Street.

CLUNIE OPERA HOUSE.

ONE WEEK, COMMENCING..............................MONDAY, NOVEMBER 7th,

THE AMERICAN JUVENILE OPERA COMPANY!

PRESENTING THE BEAUTIFUL SPECTACLES,

—With an— Unexceptionally Strong Cast. { CINDERELLA —AND— RIP Van WINKLE } —Assisted by— 250 Local Children 250 Local Children

CINDERELLA—Monday, Tuesday, Wednesday. RIP VAN WINKLE—Thursday, Friday, Saturday.

Grand Scenic and Calcium Effects!
Elegant New and Appropriate Costumes!
New Songs, Dances and Specialties!

THE MANAGEMENT HAVE ALSO ENGAGED, AT A VERY LARGE EXPENSE,

☞ **SHERMAN'S ILLUSIONS!** ☜

First Appearance of the Beautiful "Pose Artist," CLARA LOUISE GRAY.

THE ENTIRE COMPANY OF FAMOUS ILLUSIONISTS WILL APPEAR NIGHTLY IN CONJUNCTION WITH THE ABOVE OPERA COMPANY, MAKING THOUSANDS OF PERSONS APPEAR TO BE ON THE STAGE AT THE SAME TIME, PRODUCING A NOVEL AND GORGEOUS EFFECT, NEVER BEFORE WITNESSED IN THIS CITY.

☞ This Great Company of Illusionists played Three Weeks at the California Theater, San Jose, to Packed Houses. NOTHING EVER SEEN LIKE IT.

MAKING TWO GREAT ATTRACTIONS IN ONE.

Popular Prices! Popular Prices!

☞ 25 AND 50 CENTS........................25 AND 50 CENTS. ☜

Reserved Seats, without Extra Charge, now on sale at Clunie Opera House.

HUNTINGTON, HOPKINS & CO.,

—DEALERS IN—

Hardware, Iron, Steel and Coal.

HEADQUARTERS FOR SPORTING SUPPLIES.

MECHANICS' TOOLS, AND BUILDERS' HARDWARE OF ALL KINDS.

Sacramento..................[1ptfTuTh8]..................San Francisco

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W. H. SHERBURN,

Real Estate

—AND—

General Auctioneer,

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☞ I will give my full attention to all Sales intrusted to my care, and will guarantee satisfaction.

REGULAR AUCTION SALESDAYS, AT SALESROOM,

TUESDAYS AND FRIDAYS,

At which we offer a full line of Merchandise.

CONSIGNMENTS SOLICITED.

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Sales in City and County a Specialty.

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—AND—

GENERAL AUCTIONEERS.

Official Auctioneer for Sacramento County.

Will Sell in Any Part of the State.

Look out for our Great Sale of Eastern Buggies, Phaetons, Carriages, Robes, Harness.

Five Carloads are to be Consigned to me for Public Auction, and will Positively be sold.

Special attention given to all Sales intrusted to my care. Terms moderate.

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Office: 1006 Fourth Street. tf

AUCTIONS.

AUCTION SALE

SATURDAY, November 5th,

At 11 o'clock A. M.,

AT SALESROOM..........No. 927 K STREET.

BELL & CO..................Auctioneers,

WILL SELL ONE NO. 1 COW, 5 YEARS old, Durham stock; 1 Horse, Harness and Top Buggy. Also, Light, Side-bar Hunting Buggy, took premium at the State Fair; Harness, Robe, Whip. Also, 1 Two-seated Carriage; Pole and Shafts. Also, Harness, Buggies, Wagons, Furniture, 3 Sewing Machines in perfect order, 1 Bed Lounge, 2 dozen Mirrors, etc.

☞ Sale Positive. Terms Cash. ☜

n4-2t [B. C.] BELL & CO., Auctioneers.

AUCTION SALE

—OF—

Store and Dwelling,

J Street, bet. Second and Third.

BELL & CO., Auctioneers,

—WILL SELL ON—

TUESDAY, NOVEMBER 8th,

At 10 o'clock A. M. sharp, on the premises,

THE EAST 19 FEET OF THE WEST HALF of the north half of Lot 4, in the block bounded by J and K, Second and Third streets, with all improvements: Two-story building and basement; store 19x80 feet, plate-glass front; second story, 6 rooms, with all modern conveniences. Title perfect. Sale positive.

n3-td BELL & CO., Auctioneers.

MALARIA!

If you are afflicted, use without delay

GOGINGS' CELEBRATED AGUE AND LIVER PILLS AND IRON TONIC.

☞ A SURE CURE FOR CHILLS AND FEVER, MALARIA OR BILIOUS COMPLAINTS.

ADDRESS:

R. E. GOGINGS

904 J STREET, SACRAMENTO.

NEW MUSIC

JUST RECEIVED—WRITE ON A POSTAL card for one of our Monthly Catalogues; furnished free.

DALE & CO.'S.

No. 625 J st..........[2p]........Sacramento

NOTICE.

TO ALL WHOM IT MAY CONCERN: THIS certifies that WILLIAM McPHERSON, Sole Agent for JAMES MORISON & CO., founders of the British College of Health, Euston road, London, has on hand Pills, Powders and Ointments, which can be obtained by sending postal order. Free of charge by mail. All orders promptly attended to. Address WM. McPHERSON, Sole Agent, 1204½ Sutter street, San Francisco. n4-1wis*