DAILY RECORD-UNION

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SAN FRANCISCO AGENCIES.

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TO-DAY'S LEADING NEWS TOPICS.

Eastern sentiment is undergoing a change on the Chinese question.

Benson, the alleged fraudulent surveyor, has arrived in New York from Denmark.

Several persons were killed by a powder explosion in Pennsylvania.

C. P. Huntington made an argument for the Central Pacific before the House Railroad Committee.

The Crown Prince passed a quiet day yesterday.

THE ARGUMENT UPON THE EQUITABLE CLAIMS OF THE CENTRAL PACIFIC RAILROAD COMPANY.

Elsewhere in this issue will be found—in the department for review of new publications—an extended statement of the contents of a pamphlet just issued upon the equitable account between the Central Pacific Railroad Company and the United States, growing out of the issue of subsidy bonds in aid of construction of the road. In that article the purpose has been to indicate—at best it can be done only inadequately—the order of treatment and the salient points treated. The disposition to editorially further indicate the character of the argument, and to present the conclusions enforced by illustration and citation of law and fact, is necessarily crippled by the elaborateness of the argument and its exhaustive character of treatment, which cannot, with any great degree of satisfaction, be presented in briefer or more concise form.

The text is by Hon. Roscoe Conkling and William D. Shipman, of counsel for the Central Pacific Railroad Company. It reviews the testimony and exhibits presented before the Pacific Railway Commission, which has for some months been exceedingly prominent in the public eye, and the reports of which are now before Congress. That which most forcibly impresses the reader of this pamphlet, which ought to be read throughout the land, is its exceeding conciseness, clearness of statement, and the simplicity of the language employed. These give the texts irrespective of the facts recited, force and strength, since there are no involved passages, and no indulgence in technical, financial or legal phraseology. But the force of the review, because of its directness, and luminous character, is as nothing compared to the convincing logic of the argument and its fortification by facts in proof before the Commission, and documentary in the archives of the Government.

It may be said that the whole argument turns upon one central fact, denial of which is unhesitatingly invited, that the Central Pacific Railroad Company, having contracted with the General Government to perform specific acts, and discharge specific obligations in the construction and maintenance of a transcontinental railway, has to the letter and in the spirit, discharged every duty incumbent upon it, and is in no respect in default; while on the other hand, though the Government began to receive benefits from the road many years earlier than the calls of the contract provided, it early entered upon a policy that sheared the road of business and privileges which it had, under the contract, every reason to expect and rely upon. Moreover, that the General Government without the justification of reasonable fear that the security for aid rendered the road was endangered, exerted its sovereign power to modify the contract and exact of the company performance it had no reason whatever to anticipate. Because of these policies of the Federal Government, equitable claims by the company developed, to the presentation of which the argument under consideration is devoted.

Naturally the treatment of the subject required the counsel to begin at the beginning, trace every step of legislation in aid of the construction of the roads, clear away all the rubbish of misconception of facts, and the undergrowth of demagogy, and lay bare the history of the road, from its conception to the appointment of the Railway Commission. Collaterally, this historical treatment required several subjects to be taken up and explained which have heretofore been used by selfish interests to befog the public mind, and prejudice the judgment of the people against the company. Thus, the relation of the Contract and Finance Company to the road, the cause of its formation and the reason for its employment, are not only explained, but defended. So, too, the much worn and distorted question of the consolidation of lines with the Central Pacific system is laid bare, and the sophistry and unwisdom of the objection to it, and which at one time formed the chief material for party antagonism in this State to the road, are exposed and refuted, yet with that dignity of language and judicial calm that impresses the reader profoundly, whenever cool judgment dispassionately analyses and debates a public question. These are but indications of the uniform character of the argument.

The review very rapidly but exhaustively treats of the public policy that led Congress to aid the company by grants of land and issue of bonds. In this part of the review it is made very clear that originally the Government did not have in contemplation any such severe policy concerning payment of its indebtedness by the company as has in recent years been inaugurated. The tenor of legislation, debate, public thought and expression during that early period unmistakably indicated that it was the public judgment that the Nation was the chief beneficiary, and that the question of repayment was considered, at best, as secondary to the binding of the widely-separated parts of the country together, and the establishment of speedy and ample means of transportation of Government troops and supplies, and for the carriage of the mails. In short, as the review makes perfectly clear, the road was a political necessity and an economic demand, and, as it turned out, a factor in the development of the country more potent than all others then seen or conceived of by the most ardent believers in the progressive destiny of the United States. It is also shown that the idea of repayment dwelt in the thought of the legislators o. that day, with the transportation service to be rendered by the road as the chief, if not the only means.

Secondly, the review considers the contract between the Government and the company, and demonstrates that on the part of the latter it has been faithfully kept, while the Government itself in equity cannot claim equal credit, since it has ignored the clear intent of the compact, that service, as has been said, should provide the chief means of payment, and has by aiding parallel lines, by diverting traffic to rival roads, and by other means, prevented the road from serving it. The difficulties encountered in constructing the road and its great cost are considered at length, but cannot here have more than reference. It is a chapter of such historic interest that we propose at an early day to present it in full. On the question of dividends paid there is elaborate treatment and an exhibit of financial statistics. A chapter devoted to the charge that traffic has been diverted from aided to non-aided lines gives flat contradiction to the allegation, and proceeds to establish the truth of the denial. Upon the subject of influencing legislation there is frank treatment, and a great clearing away of the suspicions and doubts that have been industriously cultivated by designing demagogues. The disastrous effects of the Thurman bill on the indebtedness of the company forms a distinct chapter in the review, and together with the concluding one, treating of the indebtedness of the company to the Government, can have no more than reference now; they could very properly engage consideration in an independent article. The pamphlet will be read by thoughtful men with profound interest, and will serve to greatly clear the atmosphere of debate upon the question in hand, and hasten that speedy and effective settlement between the Government and the railroad company which is so heartily desired by all.

THE SETTLEMENT OF THE MATTER.

The Omaha *Republican*, remarking upon the question of the relations of the transcontinental railways to the Federal Government concerning their debt, approves the President's recommendation that Congress should do nothing to precipitate bankruptcy upon the roads, but rather labor to guard the rights of the public "by helping the companies." And with this judgment the best thought of the country is concurring. The charge that great wrong has been done to the Government by the railways is senseless, and is uttered now only by those who are morbidly antagonistic to the roads.

In all the railroad debate we cannot recall that anyone has ever placed his finger upon a line of the original compact between the Government and the aided roads that the latter has not kept to the letter and in the spirit, nor is there reason to believe that their future course will differ in that respect from the past. The original intention of that compact has been modified by harsh and exacting legislation relating to the payment of interest; but of that there is no more to be said, since it has passed into history. But it cannot be lost sight of that the acts of the Government have been of a character that tend to cripple the ability of the roads to meet the debt when the principal shall fall due; and yet it is not contended by any that the Government should not be paid every dollar equitably its due. The Philadelphia *Press* well remarks:

It is worthy of notice that these are the only railroad companies of which it is expected that they will pay the principal of their bonds out of earnings. It has always been thought not only sufficient, but remarkably good management, when a railroad corporation has been able to pay the interest on its debt out of current earnings, leaving the principal to be provided for, when it became due, out of new loans. The New York Central Company has lately paid off a large debt, but it did so by negotiating a new loan at a lower rate of interest.

The railroad companies in this contention have equities to prefer that ought to command the sincere attention of every lover of justice; but it appears to us that they cannot be presented or considered in the right spirit except before a Court or Commission that has power to fully treat them, and render a judgment which will form a basis for ultimate, conclusive and satisfactory adjustment. It is growing upon the country that these equitable claims cannot be put aside with the sweep of the arm, because they have the inherent virtue that commands respect.

Prior to the building of the lines the Government was expending something like $8,000,000 a year for transportation that now, with vastly increased need for it, does not reach half that figure. To-day the roads receive practically nothing for a heavy Government service performed. They certainly did receive public lands to aid the construction of the lines, and it is also true that the debates of the period disclose the fact that at the time of the grants it was generally conceded that the Government was more to be benefited by them than the roads—indeed, the outcome has shown that it has not been out of pocket a dollar on this account, since all the public lands contiguous greatly appreciated in value in consequence. The land sales by the Government in the Territories since the roads were completed, gave to its treasury millions that otherwise it could never have received.

One of the subjects into which the Railroad Commission was instructed to inquire, was the loss to the road by reason of the aid granted to competing parallel lines. We have the statement made before the Commission by the counsel of the Central Pacific Railroad, that the testimony discloses a loss of about $17,000,000 on this account between the years 1881 and 1886. Nor did this loss constitute a saving to commerce, since it represented diversion and distribution of business, which the projectors of the roads were not led to contemplate. These considerations might be greatly extended; they have grown upon us unconsciously in reflecting the approving remark of our Omaha contemporary. They might well include statements of the vast outlay saved to the Government by the completion of the roads years in advance of the date mentioned in the contract, and the consequent immeasurable benefits to the whole country; the unparalleled and unforeseen outlay necessitated by the building of the roads; the discouraging obstacles they met and overcame; the involved financial condition of the country during the period of the construction, and the enormous sacrifices it rendered necessary in order to command means for the completion of the lines; the fact that on the completion of the Central Pacific road the Government refused the percentage payments for service performed and then being availed of by the Government, upon the plea that the line had not been finished in exact accordance with the reports of engineers; the exaction by the Government, as a condition precedent to keeping the letter of its obligation, that new securities should be deposited; that, notwithstanding this non-recognition of completion and these new exactions and the withholding of granted lands, the roads were further required to pay in 5 per cent. of their net earnings from the date of the laying of the last rail, and they complied, as they have whenever a right of the Government has been determined as requiring performance by them—these and many other equitable features of the case of the roads suggest themselves as worthy of consideration by the Federal Government. Such consideration will not be inconsistent with the speedy and final settlement of the issue between the roads and the Government, and which ought to proceed upon the principle that every dollar rightfully and fairly due by the roads should be paid, and that every just claim of the companies ought by the Federal Government to be allowed.

NOT A QUESTION OF CONSCIENCE.

Mr. George Ticknor Curtis replies at great length in the Washington *Post* to Senator Dawes' article in the *Forum* on the admission of Utah. He makes but a weak assault when he challenges the Senator as occupying a prejudging position, by declaring in advance against the Mormon Constitution. But Mr. Dawes is not sitting in a judicial attitude. As a Senator, he is at liberty to make up his mind upon any question of proposed legislation in advance of its presentation. This is not only the right, but very often the duty of a legislator. Indeed few are sent to legislative halls by the people until their views on leading topics of public concern are made known. Mr. Curtis assails the demand that the people of Utah shall sincerely abandon polygamy, as a condition precedent to admission of the Territory, as intolerant and dangerous. He says:

But it is the religious belief of the Mormons, say, their belief, that must be changed before a civil privilege can be accorded to them. Here is what the Senator meant as the sting. They must renounce their religious belief that plural marriage is or can be in the sight of God innocent and holy. This is the very danger to which the Congress of the United States is exposed—the danger of requiring the renunciation of a religious belief as the price of a civil privilege. It is a plausible and specious requirement, but it cannot be made without entering the domain and involving the rights of concience. Are we never to learn anything from the lessons of history? The civil disabilities under which the Roman Catholics were so long held in England might be a warning to us. For at least two centuries they were as good subjects as the Crown of England ever had; in vain were they good subjects—in vain did they fight in the army and navy and carry the honor of the British flag into every part of the world. They professed an obnoxious and hated religion, and therefore they were not allowed to sit in Parliament or hold any civil office, and whoever made a proselyte to the Church of Rome from the Church of England or any Protestant sect was guilty of high treason. It was not until the "Catholic claims" were extorted from a Tory Minister and a reluctant Sovereign that the Catholic disabilities were removed, and this was done within the present century. Here in the United States an ingenious man might easily make an argument to show that the people who accept every article of the Roman faith cannot be good citizens. There are persons who think so. But I fancy that if it were proposed to base legislation or public action of any kind on that assumption, we should hear thunder all around the political horizon that might perhaps be loud enough to deter the perpetration of such folly.

This argument is not even ingenious. The parallel Mr. Curtis attempts is ill-drawn; the Mormons are not asked to renounce a belief, but a practice. Neither Senator Dawes nor any one else has demanded that they shall abandon a conscientious belief. They can believe what they please, but it is insisted that they shall not practice that which is offensive to and diametrically opposed to our social system. There are those who believe in human sacrifice, but we punish them as murderers. There are those whose religious belief pits them against matrimony and commits them to promiscuity in the relation of the sexes, but the law none the less bears heavily upon the followers.

But, says Mr. Curtis, when the Mormons by civil act make polygamy an offense it is of no consequence whether they are consistent or inconsistent in so doing, with their religious belief. That may be admitted, but we have a right to fathom the alleged sincerity of the civil act, and if we find, as we do, that it is so underlaid with deceit as to be easily rendered ineffective as a means to put a stop to a social practice obnoxious to our civilization, we are justified in refusing to accept the act as sufficient guarantee. The civil disabilities under which English Catholics were intolerantly placed, find no parallel in the case of the Utah Mormons, for there is visited upon them no punishment for the entertainment of belief.

Rev. Dr. Philip Schaff, in his recent exhaustive paper for the American Historical Association, puts the whole question in a nut-shell when he declares that civil liberty requires for its support religious liberty, and cannot prosper without it. And this latter "is freedom in religion, not freedom from religion; as true civil liberty is freedom in law, not freedom from law." And he adds that the relationship between Church and State in the United States secures full liberty of religious thought, speech and action within the limits of public peace and order, and makes persecution impossible. Now, as polygamous Mormonism in practice is abnormal and irreconcilable with the genius of American institutions, and as it identifies politics and religion, it is clear that no admission of the Territory can be permitted until the practice referred to is utterly abandoned without endangering the American principal. As Dr. Schaff puts it: "The General Government cannot attack the religion of the Mormons, as a religion, but it can forbid polygamy as a social institution inconsistent with our western civilization." All that Senator Dawes contends for, and which Mr. Curtis, who is making such a struggle for the admission of the Territory, refuses to agree to, is guarantees in the organic law that a practice condemned by the law shall not be recognized under the guise of a form of religious worship, nor be so lightly prohibited that the prohibition can be easily avoided. In short, the Utah question is not one of conscience at all, but of social policy.

EDUCATING AMERICANS.

The New York *Commercial Advertiser*, in considering the school question, which the Blair bill has brought anew before the public, comes to the sensible conclusion that the free schools of America ought to be viewed as means of educating American citizens, and to be American citizens of the best order. It adds that this American system of ours is founded upon the idea of individual liberty, individual responsibility and individual endeavor. By the beneficent operation of this individualism the American people have become the happiest, most prosperous and most virtuous people on earth. The American character has grown great and noble because the American man calls no one master. It is the primary function of the State to maintain and perpetuate this system of individualism. We concur in the conclusion of the *Advertiser*, as we believe all lovers of American institutions do also, that if any teacher in the public schools is indoctrinated with socialism, or anything else that tends to paralyze individual action abridge individual liberty or diminish individual responsibility, by giving men masters to direct them, such teacher has no rightful place in the public schools, and should be ejected at once. The *Advertiser* might go beyond the limit of expression it adopts, and advocate the policy of requiring affirmative showing that those who apply as such school teachers are sincerely and devotedly American in sentiment, and attached loyally to the system for which they are to be appointed to raise up pillars. More than this, since there is now a craze of proposing new features for the common school system, our contemporary might well advocate patriotic teaching in the schools as an essential. The church trains children to its support; their spiritual character, so far as the church can mold it, is fashioned to its purpose. Shall it be said that the State must not train up its citizens to its support? Must we trust the political education of the child to its surroundings out of the school? It is a fact that there are tens of thousands of lads between 13 and 17 years of age whose ideas of American institutions are vague and general, and yet they have passed through the grammar grades. What we would contend for vigorously, if the schools were not already overloaded, would be systematic teaching in the common schools of the fundamentals of our political system. They are not difficult, not involved, are simple, living principles, and capable of comprehension by any pupil who has intelligence enough to realize that as a human being he has certain natural rights; and to this teaching we must come. So, too, there should be more teaching than at present of the methods by which the people rule, by which obligations are laid upon citizens, by which rights are secured and civil society ordered. In some States this is, to some extent, obligatory in teaching; in others it is neglected, if not ignored. We judge the work by the product—many boys leave the grammar grades grossly ignorant of the matters relating to their future as political units, upon the principles of which they ought to be subjected to some instruction in school.

THE Postal Department has arrived at a conclusion that should have been reached long ago, that it is wise to arm the postal messengers. The frequency of train robberies, and the cruelty with which the robbers have treated the messengers, has brought the department to this conclusion. Experience has proved that these employes of the Government, if armed, will fight at their posts. As a rule they are a courageous class of men. One of them, backed by authority and supplied with plenty of good weapons, is able to do battle with a half dozen men of the highway. When it becomes known to these cut-purses who rob the mail-trains that the messengers are armed and are encouraged to use their weapons, the business of railway highwaymen will become more precarious, and be engaged in less frequently. It is understood that several of the Western railroads have resolved to supplement this action of the Government by arming their trainmen. If this is done the fellows who have been accustomed to "stand-up" trains will find their occupation gone. The express messengers and conductor who, in Arizona the other day, drove off a gang of freebooters and killed two of them, did more to insure the safety of the mails and passengers than a guard of infantry along the whole line of the road. It would not be a bad idea to offer rewards to trainmen and messengers for every highwayman they bring to justice or to grass, in this way. Let it be understood that when a train is stopped at the muzzle of a shotgun or two, the chances are that a dozen rifles will instantly open upon the assailing party, and it will put an end to train robbing.

THE argument being advanced against international copyright that America is in need of cheap English literature, Professor David Swing lunges at it with this sharp-pointed rapier: "The reason for English books ought to be passing away. This land is no longer a savage wild. The English language is written and spoken on this side of the sea with more than English propriety, and it should be confessed that American thought is as good as American language." It is not true that the need for English books is passing away. The need for good books produced in England or anywhere else, will never pass away in America. Beyond that expression, however, and the patriotic enthusiasm of Dr. Swing, what he says is in the spirit of truth. We produce books valuable to the English reader, and there is no reason why a reciprocal interchange by way of international copyright, protecting authors' rights equally upon both sides the water, should not exist. American literature has a place in the world of letters, and it should not be put under cow by unfair concessions to cheap English literature to the defeat of copyright defense of American authors' rights in their own production.

LET all the questions at issue be referred to the Courts. The Government can make its claim, the companies can present their side of the case, and the rights and equities of all parties be judicially ascertained. It is hardly probable that questions involving such vast interests can be settled except by the Courts, and it would facilitate the settlement to commence with them.—*National Republican.*

But the questions involved in a fair and just settlement between the trans-continental aided railroads and the Government largely depend upon equitable claims, which could not be fully considered by the Courts, except there was conferred upon them special jurisdiction to take cognizance of all claims the roads advance. The proper method would be that Senator Stanford suggested—the erection of a Court to hear the equities of the roads, and consider also the legal claims of the Government, and to report a judgment as a basis upon which intelligent and fair adjustment can be based.

SAYS the *Atlantic Monthly* for February: "The results of good intentions misapplied are proverbially identical with the fruits of the intentionally bad." This remark is made by the *Atlantic* in application to the fact that love of nature is becoming subject to artistic guidance; but the truth is also true of all other things. Misapplication, misdirection in social, religious or political life, results precisely as does directly applied vicious energy. There is altogether too much disposition to excuse because the intention was good. More stern severity with those who intend well, and do ill, will give us less of the latter and more of the former, accompanied by good results.

SOME ONE has been deceiving the Chicago Anarchists by a purported communication from the spirit of August Spies. His Anarchist friends should not be disturbed. The communication is a generalization of nothing. It neither affirms nor denies that they are right or wrong, or anything else, for the matter of that. It is just such a piece of flimsy literature as any medium can construct—loud-sounding and windy, but hollow.

PRESS EXPRESSIONS.

The only city the blizzard failed to chill was Boston. Boston chilled the blizzard.—*Buffalo Express.*

The San Jose *Herald* advocates the election of a lady Mayor. This would bring about quite a bustle in official circles.—*Santa Barbara Press.*

The Dakota settler should never go more than 100 feet from the house in winter, and then he should be sure that he has a good rope around him, that his wife may haul him in.—*Courier-Journal.*

Captain Polly Bryan, expelled from the Salvation Army for wearing a bustle, need not despair. She may march under the American eagle, and build her bustle as high as she likes. All the newspapers are at her service.—*Courier-Journal.*

Chicago is a very wicked town, and had better be very careful in its wholesale and promiscuous boring for natural gas. The infernal regions cannot be a great distance from the surface there, and the investigators might meet with an unpleasant discovery.—*Philadelphia Commercial Gazette.*

What we want is a Health Board with power. We should have a sanitary fund provided for by taxation, as we have a school fund and a street fund. Then the Board of Health should control that fund. It should have the power to order and the means to carry into effect an annual house to house inspection and the correction of defects of sanitation thereby discovered.—*Oakland Tribune on the right kind of Boards of Health.*

From all parts of the country the report comes that the Federal office-holders are actively "setting up things" for President Cleveland. The victory of the administration in Pennsylvania over Randall the other day was gained through the pernicious activity of Cleveland's office-holders. From all parts of the State the office-holders rushed to Harrisburg, and the remark, "The President wants this done," was the prevailing argument.—*Portland Oregonian.*

Against the moderate number of persons who make a living by the raising of sheep, may be set the 60,000,000 people in this country who use woolen goods. The remark does not, of course, apply to manufactured woolen goods, which give employment in this country to quite a small army o men. It is difficult to see why, under the rule of "the greatest good to the greatest number," the admission of free lumber would not be a blessing to our people.—*Los Angeles Times.*

To read papers published in other parts of the world gives us some idea of the important place this country, and particularly California, is to occupy in the future. The Swiss complain that our watches are running their manufactories out of the business of which they almost enjoyed a monopoly for many years; France finds our silks entering into an active competition with her own; the vine and olive-growing districts of Southern Europe are awakening to the fact that America will soon cease to be a market for their products, and that, on the other hand, the raisins and wines and olives and citrus fruits of California are finding their way to consumers that knew them not a few years ago.—*Visalia Delta.*

It is announced, with some show of authority, that the idea of effecting any arrangement for the settlement of the fishery question as an independent issue has been practically abandoned. The Dominion Government seems at last to have come round to the opinion of Mr. Wiman, that the only final solution of the problem must be sought in the readjustment of the commercial and trade relations between the two countries, though Canada is probably not ready to accept his plan of commercial union. But to this complexion it must eventually come, if the two English-speaking communities of this continent are to be kept from the continuous and irritating friction of petty regulations that are calculated to lead first to reprisals and then to actual war.—*The Epoch.*

Code of Rules for a Leap Year Party.

Ladies will call for the gentlemen promptly at 8 o'clock. Those who keep their escorts waiting, and are consequently late at the party, will be treated as wall flowers.

The gentlemen will be expected to behave in the most ladylike manner.

Gentlemen are to bring to the ball a fan, a corsage bouquet and smelling salts.

The gentleman whose bouquet is not crushed in the first dance will be a witness to the fact that he has been held with propriety.

No gentleman shall cross the floor without a lady attendant.

If a gentleman goes for a glass of water unattended by a lady the floor managers will at once declare him out of order and compel him to be seated.

Gentlemen are expected to be languid, to drop their handkerchiefs as often as possible, make frequent calls for water, and at supper give the ladies no time for eating.

The ladies who have been snubbed at dances heretofore will claim the greatest number of dances, and those who have been active society belles will let the gentlemen severely alone.—*Chicago Inter-Ocean.*

On account of his poor health M. Pasteur wants to resign the perpetual Secretaryship of the French Academy of Sciences, but the other members will not let him do so. An assistant Secretary will be provided to do the work while M. Pasteur shall retain the honor.

SAN FRANCISCO AND VICINITY.

Andrew Augner shot at Henry Bussing, on Thursday, and hit Charles Larsen in the foot.

A woman named Agnes Foley was found on Thursday in Golden Gate Park nearly dead from hunger and suffering from small-pox.

Annie Ruperchert, 17 years, who came here recently from Switzerland, was found dead in her room at No. 715 Gough street, yesterday, from inhaling gas.

Edward J. Welsh killed himself on Thursday in a room in a lodging-house at No. 737 Market street, by shooting himself through the head with a revolver.

A STORY OF LOT'S WIFE.—A little five-year-old, who had been to Sunday-school for the first time, came home pulled up with importance over what he had heard. "Mamma," said he, "do you know about Lot's wife?" "A little," she said; "but tell me what you know." So the little fellow told his story very earnestly, becoming positively dramatic when he reached the climax and said: "And the angel of the Lord said unto Lot's wife, 'Skate for your life and don't look back;' but she did look back and turned a somersault."—*Exchange.*

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Piles, **Blind, Bleeding or Itching.** It is the greatest known remedy; rapidly curing when other medicines have failed. **Pond's Extract Ointment,** (50c.) is of great service where the removal of clothing is inconvenient.

In Bottles only. Prices, 50c., $1, $1.75.
Note our name on every wrapper and label.
Prepared only by POND'S EXTRACT CO., NEW YORK AND LONDON.

PILES. POND'S EXTRACT OINTMENT.

It's remarkable specific action upon the affected parts gives it supreme control over *Piles*, however severe.

Also for *Burns, Scalds, Eruptions, Salt Rheum &c.* Testimonials from all classes prove its efficacy. Price 50c.

Sold by all Druggists or sent by mail on receipt of price. Put up only by POND'S EXTRACT CO., 76 5th Ave., N. Y.

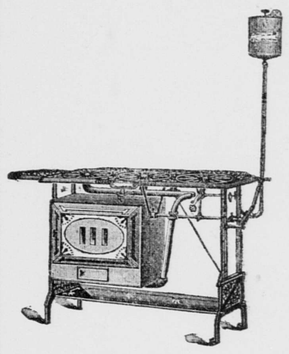
CONSUMPTION — LUNG DISEASES — WISTAR'S BALSAM OF WILD CHERRY — COUGHS — COLDS

Speedily and permanently cured by using **Wistar's Balsam of Wild Cherry.** *There are counterfeits.* Get the genuine, which is signed "I. BUTTS" on the wrapper. Prepared by SETH W. FOWLE & SONS, BOSTON. Sold by all dealers.

L. L. LEWIS & CO.

GARLAND STOVES RANGES

AGENTS WANTED.



We want to Establish Agencies in all the Towns in California for the sale of of our NON-EXPLOSIVE BUCK'S BRILLIANT VAPOR STOVES. These Vaper Stoves do away with the drudgery of cookery, as they are absolutely safe, they emit no heat nor smell, and will do the cooking for an entire family for less than one-half of either wood, coal or coke. They range in price from

$8 to $22.

Now is the time to buy one of these household treasures, as we have just received two full carloads, or something like 320, of all sizes. If your dealers do not keep BUCK'S BRILLIANT VAPOR STOVE (and take none other), send direct to us, and we will ship on the day ordered.

Catalogue and Price List furnished upon application.

☞ WE ARE SOLE AGENTS FOR THESE VAPOR STOVES ON THE PACIFIC COAST.

L. L. LEWIS & CO

Nos. 502 and 504 J street and 1009 Fifth, Sacramento.

CHANGED DAILY FOR C. H. GILMAN—FEBRUARY 11, 1888.

TO-DAY!

SPECIAL SALE OF MISCELLANEOUS FIVE AND TEN-CENT ARTICLES.

We have arranged Five Large Tables full of Goods, many of them worth more than double our prices. We cannot mention everything that will be on sale, but enough to give you an idea of the many useful things to be had.

Dry Goods Department.....Five and Ten-cent Tables.
Millinery Department.....Ten-cent Table.
Furnishing Goods Department.....Five and Ten-cent Tables.

DRY GOODS DEPARTMENT--Five-Cent Table.

Colored Embroidered Collars, 5 cents.
Ladies' white and fancy-bordered Handkerchiefs, 5 cents.
Hand Brushes, 5 cents.
Toilet Soap, 5 cents.
Pocket Mirrors, 5 cents.
Dressing Combs, 5 cents.
Ladies' Linen Collars, 5 cents.
Remnants of Laces, 5 cents.
Hairpins, 5 cents.
Bolts of colored Torchon Lace, 5 cents.
Metal Tobacco Boxes, 5 cents.
Fancy Bouquet-holders, 5 cents.
Children's Wool Leggings, 5 cents.

DRY GOODS DEPARTMENT--Ten-Cent Table.

Fine Extracts, 10 cents.
Writing Paper, in fancy boxes, 10 cents.
Dress Buttons, two dozen on card, 10 cts.
Glass Bouquet-holders, 10 cents.
Odd ends in Corsets, 10 cents.
Children's Wool Gloves, 10 cents.
Lace Collars for Children, 10 cents.
Fancy Purses, 10 cents.
Round fancy Japanese Trays, 10 cents.
Children's School and Shopping Bags, 10 cents.
Wire Hair Brushes, 10 cents.
Hand-Glasses, 10 cents.
Scissors, 10 cents.
Ladies' Hose, extra good, 10 cents.
Lace Ties, 10 cents.
Embroidered Ties, 10 cents.
Remnants of Embroidery, etc., 10 cents.

MILLINERY--Ten-cent Table.

Fancy Feather Pompons, 10 cents.
Large stiff Wings, 10 cents.
Ostrich Tips, six inches long, 10 cents.
No. 16 Satin and Gros Grain Ribbon, 10 cents per yard; colors, light blue, bronze and green.
One lot of Ribbon Remnants, 10 cents each.
No. 12 black Satin and Ottoman Ribbon, 10 cents.
Gilt Hat Ornaments, 10 cents.
Dude Hats, 10 cents.
High-crown Straw Hats, in stylish shapes, 10 cents.
Ten Hat-pins for 10 cents.

FURNISHING GOODS TABLE--Ten Cents.

Silk Scarfs, 10 cents.
Seamless Socks, 10 cents.
Fancy Striped Hose, 10 cents.
Gents' White Handkerchiefs, 10 cents.
Ten-inch Button Hooks, 10 cents.
Fancy Japanese Trays, 10 cents.
Chopping Knives, 10 cents.
Fancy Wire Card Receiver, 10 cents.
Trowels, 10 cents.
Glass Syrup Mugs, 10 cents.
Tin Dippers, 10 cents.
Corkscrews, 10 cents.
Harmonicas, 10 cents.
Match Boxes, 10 cents.

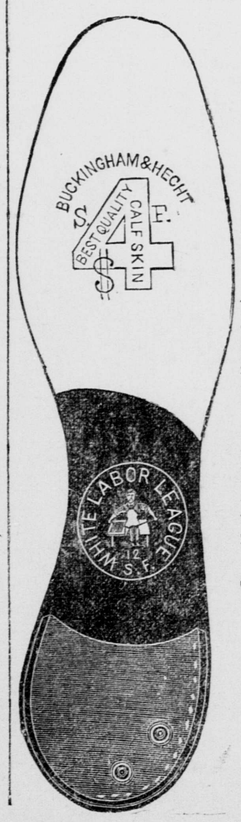
Five-Cent Counter.

Gents' Socks, 5 cents.
Gents' Handkerchiefs, 5 cents.
Match Boxes, 5 cents.
Fancy Wire Card Receivers, 5 cents.
Shaving Soap, 5 cents.
Toilet Soap, 5 cents.
Iron Nippers, 5 cents.
Wall Match Boxes, 5 cents.
Iron Shovels, 5 cents.
Toasting Forks, 5 cents.
Egg Beaters, 5 cents.
Tin Dippers, 5 cents.
Sleeve Buttons, 5 cents.
Harmonicas, 5 cents.
Shaving Brushes, 5 cents.
And many other fancy articles.

RED HOUSE.

Nos. 714 and 716 J Street,

AND 713 and 715 OAK AVENUE.....SACRAMENTO, CAL.



A Splendid Shoe.

People will not leave tried and favorite brands of SHOES for new ones unless there are strong reasons for so doing.

Hence a new make of SHOES that at once springs into favor, crowding out old brands, MUST OF NECESSITY possess strong points of superiority.

Such is the history of the B. & H. $4 SHOE. Although a new production, it has already had a large sale, and is probably just what its makers intended it to be--the BEST Shoe of its kind in the market.

It comes in all sizes and several styles.

FOR SALE IN SACRAMENTO ONLY BY

WEINSTOCK & LUBIN.

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