ELECTRICAL POWER.

WHAT THE FOLSOM WATER POWER COMPANY INTENDS.

The Possibilities for Sacramento With Electrical Power—Strong Letters Affirming Its Economy.

During the discussion of the propriety of granting to the Central Street Railway Company of this city the right to use horses or electricity for motive power, some expressions were used in the RECORD-UNION which indicated disbelief, in the present state of electrical science, of the feasibility and economy of the storage battery as a source of power. All the debate was conducted upon that plane, and if any fugitive expression concerning electrical power and its non-utility was made, at any time, that did not affirmatively qualify it as referring to

STORAGE BATTERIES,

This community and the regular readers of the RECORD UNION fully understood that that was the only matter at issue. Misconception of this fact has led Mr. H. F. Livermore of San Francisco to read this journal rather a sharp criticism, on the assumption that when electrical power was spoken of the intention was to pronounce *all* electrical application as failures.

It is scarcely necessary to say that this paper has at no time been unfriendly to the utilization of electricity as a motive power.

ON THE CONTRARY,

It has hailed every new discovery in that direction with satisfaction, and in its news columns and editorial expression has kept abreast with the advance of electrical science. We believe that electricity is invested with great possibilities as a means for moving machinery, and know of and have repeatedly published accounts of its successful application. Mr. Livermore, as manager of the

FOLSOM WATER POWER COMPANY,

States that that corporation has thoroughly investigated and sincerely believes in the ability to transmit electrical power by wire. It is, he says, the intention of that company to prove the practicability of it by transmitting electricity by wire to Sacramento from generators moved by the Folsom water-power, when that great work is completed. In that intention we recognize great good promised to this city, and over a year ago, in an extended article, so announced in an elaborate illustrated description of the works in progress at Folsom. Before and since that time the RECORD-UNION has taken pains repeatedly to show its faith in that scheme. The people of Sacramento look forward with lively interest to the completion of that work, and to the transmission of electricity by wire to this city, to be used in promoting power for manufacturing and other purposes. Because it has been demonstrated here that in the present state of experiment and discovery, the use of storage batteries for propulsion of street cars is uneconomic, does not warrant the fear entertained by Mr. Livermore (under misapprehension) that Sacramento has "turned its back upon one of the most important improvements of the age." Instead of being "indifferent to one of the most striking branches of material progress which the age affords," as Mr. Livermore fears, Sacramento is actuated by a spirit of enterprise and progressiveness, and has the highest hopes of the scheme of the company Mr. Livermore represents, in utilizing the water-power of the American river, and its conversion into electrical force, for use in this city. We apprehend that when the time comes for more active manifestation of interest, the Water-Power Company will have no reason whatever to complain of indifference on the part of the people of this city on the subject of electrical power. In this connection we have at hand

COMMUNICATIONS

That are of news interest touching the use of electricity for the propulsion of street cars—but in none of the instances referred to, we believe, is a storage battery used.

A letter dated July 11th, from President Johnson, of the Lafayette (Ind.) Street Railway Company, using the Sprague electric system, says:

Our plant runs stationary motors from the same engine. This I can say: The cost of fuel, water, oil, waste, etc., is less than horse feed for the same number of cars. The cost of engineer and fireman is much less than barn men to take care of the requisite number of horses for the same cars. (I ran all these cars with horses until September 1, 1888.) That we made better time during storms in winter. The "feed in" system owned by the Sprague, will make a successful line where others fail.

OPINION OF THE "ELECTRICAL REVIEW."

The *Electrical Review* of July 13th has the following:

Among the cities which are rapidly coming to the front as leading in rapid transit facilities by the application of electricity, there is none, perhaps where the advantages of electric power for street cars are more thoroughly recognized than in the city of Cleveland, Ohio. Though it is only about nine months since the first electric cars were put into operation upon the streets of this city, the Cleveland public have become enthusiastic over this method of transit, and the number of electric cars in the city is rapidly extending.

Last week a new extension to the East Cleveland Electric Railway was opened in Cleveland, on Prospect street and Euclid avenue. It is the intention of the East Cleveland Company to operate 60 motor cars on this line with two and a half minutes' headway, and a 1 horse will be removed as soon as the motor cars are equipped with the Sprague motors that have been ordered. * * *

It is an interesting fact in connection with this road to note the popularity of the electric cars with the passengers and the property-owners along the line. In Cleveland, at a public meeting lately, which was presided over by some of the most prominent citizens, resolutions were passed commenting on the successful operation of the Sprague electric road, and the East Cleveland Company was requested to extend the motor line in several directions, in order to improve the transit facilities.

WIRES AND BATTERIES.

The RECORD-UNION takes this opportunity to say it has not seen any sufficient reason, when all the benefits are considered, why a successful electric-street system by other power generator than the storage battery may not be used in Sacramento. It appears, however, to have been accepted by gentlemen who have been active in the premises, that no overhead wire for the transmission of power would be permitted in Sacramento. This is an assumption, we contend, as yet unwarranted, and a question upon which the RECORD UNION has not before expressed itself, and on which the people have given no testimony as to their wishes. If, as is shown below, a score or more of cities of equal importance with Sacramento, have permitted the overhead wire, and found the system economic and greatly preferable to horses, we cannot understand, in present light, why objection should be deemed insurmountable in Sacramento. We are not authorized to speak, but feel confident that the present street car company projected for operation of an electric road will adopt any practicable, if permitted, which can be shown to be

MORE ECONOMIC

Than the employment of horses. We do not understand that company to wish to abandon electricity, but quite the contrary. Upon this subject Mr. Jos. L. Jayne, of San Francisco, representing the Sprague electric system, in which he has perfect confidence, writes to the RECORD UNION under the misapprehension that it had opposed all electric use for motive power. He says, under date of July 12th—(and we give him the full benefit of his statements concerning his system, as we have heretofore to other electricians concerning theirs, and as we will to any others who have news of applied science to communicate to the public):

A LETTER ON ELECTRIC POWER.

EDS. RECORD UNION: My attention has been called to two articles which appeared in your paper in reference to the Sacramento electric railway, in one of which was the following statement: "The failure of the electric system has been fully demonstrated, both here and in every other city where it has been tried." I do not pretend to deny that the electric system in Sacramento is a failure, for it is no doubt true. Electric railways have come to stay, and electric transmission of power is no longer an ideal of the philosopher, but a practical and economic fact, to which our people in every part of the Union, except the southern part of the Pacific coast, are alive. Californians have been misled into adopting unsuccessful systems, and their eyes should be opened to the fact in order that they may reap the benefits from our natural advantages and the power to control this most subtle fluid, which is no longer open to question. For the last eighteen months electricity as a method of traction has kept a very important place in street railway operation. Since the successful equipment of the Union Passenger Railway of

RICHMOND, VA.,

Which is one of the most difficult roads to operate on the Atlantic coast, electricity has been making rapid strides, and is now replacing the worn-out horse at a tremendous rate. One cannot pick up an electric or street railway paper without seeing notices of from one to a dozen street railways that are being equipped, or about to be equipped, with electricity. There are today in the neighborhood of one thousand cars which are thus equipped, or contracted for with some electric company. There are some people on this coast whose business it seems to be to keep the people in the dark with regard to the progress of the day in this branch of applied science, and some of them may be so bold as to deny that the Richmond road, which I have cited, is a success. For the benefit of these persons, I will call attention to a communication from the Mayor of Richmond to A. M. Noble, Secretary of the Stockton Board of Trade, dated April 29, 1889. He says: "The electric street-car system gives general satisfaction." The Secretary of the same road, Andrew Pizinni, in a communication of recent date to a gentleman on this coast, says that the Richmond road has been in operation for fifteen months, giving entire satisfaction, and I have no doubt that Mr. Pizinni would make the same statement to any one. Such a great success has this road been that a large order for an additional equipment has been placed with the company which equipped the road.

THE TOWN OF SCRANTON, PA.,

Has four or five electric roads. St. Joseph, Mo., will soon have all of its street-car systems converted into electricity. The City Council of Boston has recently passed an ordinance allowing the erection of poles, with the view of converting the whole, or most of the car system to an electric system. Such towns as Buffalo, N. Y.; Cincinnati, Ohio; Cleveland, Ohio; Pittsburg, Pa; Wimington, Del; St. Louis; Omaha; Davenport, Ia.; Erie, Pa.; Chattanooga, Tenn.; Seattle, Portland, Tacoma and many others have adopted electricity on some of their roads, and the people are delighted with it. Allow me to copy here from

A LETTER

By E. F. Kysor, an architect of Los Angeles, and a Director of a street railway there, to the Secretary of the road:

I wrote to you while in Kansas City, but had nothing satisfactory to write, as I did not find anything there that pleased me at all. Since then I have made a trip to St. Joseph, Mo., to see the electric systems there. I found there were two roads there of the Sprague electric system. One is called the Union Railroad, running on Broadway; the highest grade on that one was 2½ per cent. The grade on the other electric road runs as high as 10 per cent.; both roads were in excellent condition and working first-class. They can speed them to twenty miles an hour down to the very slowest motion. They have absolute control of the motors. They can stop them from full speed within half the length of the car; can reverse and back up instantly. They carried as high as eighty-three passengers up the 10 per cent. grade with perfect ease. The motor power is underneath a common car, so you could see nothing of the machinery, except a little cylinder about seven or eight inches in diameter and two feet high, placed on each end of the car on the platform, and worked with a little short crank on top, which makes the car a double-header. I did not learn the cost of running, but they told me it was from 30 to 40 per cent. less than horse-power.

Sprague has a patent on running the overhead wires, which are no more of an eye-sore than the common telegraph and telephone wires through the city, consisting of poles about 150 feet apart on each side of the street, with wire stays running across from one pole to the other, suspending the electric wire in the center. The wire being not much larger than the common telegraph wire. The main electric wire runs on one side of the street with feeders to the center at regular intervals. The poles are strong enough so that all electric, telegraph and telephone wires can be placed on the same pole, making no more pole than is generally used in any city.

People of St. Joseph are delighted with this system and are consolidating other roads and are putting in the Sprague system. In fact, it is the only thing that pleases me at all, so far.

This coming from an entirely unprejudiced party should have considerable weight. One of the strongest indorsements of electric propulsion is its adoption by the Pennsylvania Railroad Company for the equipment of its street railway system in Atlantic City, N. J. It would be natural to expect that a company like this, which is acknowledged to have one of the best equipped roads in the world, would not enter into a contract for an equipment without very careful investigation into its merits, and to this end a committee of mechanical and electrical experts carried on an investigation continuing for about five months, during which time they examined the operation of the principal electric roads then equipped, and were so satisfied as to the practicability of electric traction that it was adopted by the Atlantic City road, which has now been in operation for some weeks and with such success that an increase of equipment has been ordered. Probably as impartial a statement as could be made is the following, entitled,

"ELECTRIC VERSUS ANIMAL TRACTION,"

Which appeared as an editorial in the June number of *The Street Railway Gazette*, a paper which is devoted to the interests of street railways in general, and is not the organ of any particular system:

The electric street railway business is growing at a tremendously rapid rate throughout this country, and almost every mail brings word of new plants being installed. Where, two years ago, hardly a dozen cars were being run by electricity, to day there are over one thousand running over five or six hundred miles of road, representing over a hundred different plants. The cause of this enormous growth in one business in so short a time can be readily understood. The desire of all railroad managers is to reduce the running expenses of their roads to the minimum, and it has been found that operating a road by electricity, using the best known system, reduces the expenses to the lowest level. One big bill of expense on a street railway is the depreciation account; and it is a well-known fact that the repair on a road operated by horse power has run as high as 25 per cent., while on roads operated by electricity they are much less. A great many figures have been published in regard to the relative costs of operating cars by electricity and horses. One of the most interesting statements from practical experience, which was published in the *Gazette* a few issues ago, was from President W. L. Allen of the Davenport Central Railway Company of Davenport, Iowa. This shows a gross increase in earnings of from 48 per cent. to 66 per cent., and a net increase of from 110 per cent. to 320 per cent., from the four months from September 1 to January 1, 1889, with electricity, compared with the same months of the year before with horses.

The statement of a street railway President like Mr. Allen is worth a great deal, and his figures prove conclusively that the operating expenses and repairs on a road run by electricity are much less than on the same road operated by horse power. It is, therefore, not surprising that so many street railways in this country are substituting electricity for horse power.

I have recently seen the statement that

A WEALTHY CHICAGO SYNDICATE

Has recently purchased an electric railway for the sum of $350,000—some three times the original cost of the road. When operated by horses the road did not pay operating expenses, but since the electrical equipment has been put on, it is said the net earnings will pay an 8 per cent. dividend on an investment of nearly $400,000. S. W. Entrekin, of Harrisburg, Pa., writes: "Our Sprague Electrical Street Railway has now been running about six months, and has been such a success, operating over a distance of three miles, that stock at $50 par has sold as high as $75. It is now $65 bid and $80 asked. At the present rate of working we expect to declare a 15 per cent. dividend the first year, and to extend the hill branch about one and a half miles, which will make a ride of over five miles for 5 cents. I would like to know whether such a record can be beaten." So successful have two other roads been, that the parties operating them are now in correspondence with me, contemplating the purchase of a horse railway in this State with the intention of changing it by putting on electricity. In addition to this, I will state that there is no trouble in placing bonds in the Eastern market upon electrical railway enterprises which can show a good franchise, and where it is the intention of adopting a system with an established reputation. Some idea of the rapidity with which electric railroads are

GAINING FAVOR IN THE EAST

Can be had by the simple fact that in seven weeks recently one company received orders for about $900,000 worth of work, which was mostly for street railways, but not entirely, as the company is engaged in the manufacture of motors for almost every conceivable application of power, from running a sewing machine to operate mining machinery. There are now mining plants in operation in Colorado which have for months past given perfect satisfaction. In one case there are two motors placed underground at a distance of 1,000 feet from the surface, measuring along a tunnel. Of this plant, Mr. Frederick G. Bulkley, General Manager of the Aspen Mining and Smelting Company, says: "In every particular the machines give perfect satisfaction. They occupy but little space, the power is easily controlled, they can be taken up and moved quickly and readily, if necessary, and for the purpose to which we put them, a comparison with steam or compressed air, both as regards effectiveness, convenience and economy, is altogether in favor of the electric machine. I cannot see why a plant of any magnitude which it is deemed expedient to manufacture should not render proportionate service." In Eastern cities large central stations are every day supplying power to electric motors placed at intervals about these cities, to operate numerous mechanical devices, both large and small; and it is to be hoped that the day is not far distant when Californians will recognize that they have been unfortunate in the selection of a few inferior systems, but that the day for electric transmission of power is now at hand. Very respectfully,

JOSEPH L. JAYNE.

ELECTRIC ROADS.

In another communication, addressed to Charles E. Livermore, of the Folsom Water-power Company, Mr. Jayne says:

DEAR SIR: In regard to our conversation this afternoon, I send you a list of some places where electric roads are in operation or are contracted for: Akron, O; Ashville, N. C.; Atlantic City, N. J.; Bay City, Mich.; Bay Ridge, Md.; Buffalo, N. Y.; Carbondale, Pa; Davenport, Ia; Chattanooga, Tenn; Erie, Pa.; Wilmington, Del; Cleveland, O.; Reading, Pa; Brockton, Mass.; Eau Claire, Wis; Pittsburg, Pa; Hartford, Conn.; Cincinnati, O; Dubuque, Ia.; Lafayette, Ind; Laredo, Texas; St. Louis, Mo.; Long Island, N. Y.; Wilkesbarre, Pa.; Manchester, Va; Marlborough, Mass; Portland, Or.; Salem, Mass; Omaha, Neb.; Tacoma, W. T.; Harrisburg, Pa.; Scranton, Pa.; Plattsmouth, Neb.; Salt Lake City, Utah; Sandusky, O.; Steubenville, O; Seattle, W. T; Troy, N. Y.; Boston, Mass.; Wichita, Kan. In some of these places more than one road is being operated successfully by electricity, and in the case of Richmond, Va., there are 50 electric cars; Pittsburg, Pa., 25 cars have been recently ordered for equipment; St. Joseph, Mo., is also to have about 50 cars. Thus you see that electricity is as well adapted to an extensive system as to a small system, for in some cases there are electric roads with one or two cars. The following is a list of some of

THE APPLICATIONS

To which electric motors are now put, some of them quite extensively: Mills, mining machinery, boot and shoe machinery, broom machinery, braiding machines, buffing lathes, cash railways, circular saws, coffee mills, dental work, elevators, emory wheels, grindstones, ice-cream freezers, jewelers' work, knitting machines, medical purposes, meter work, pumps, sausage machines, sewing machines, wood-working machines, ventilators, tramways, etc. Some of the testimonials from parties who are using electric motors ought forever to put to rest all croakers. Corporations such as the Pennsylvania Railroad Company, the Chicago, Burlington and Quincy and the Pennsylvania railroad companies, the East Boston Sugar Refinery and the California Sugar Refinery have adopted our motors; also, the United States Government has given us an order. Mr. S. W. Entrekin, of

HARRISBURG, PA.,

Writes: "Our Sprague Electric Street Railway has been running now for about six months, and has been such a success, operating over a distance of three miles, that stock at $50 par has been sold as high as $75: it is now $65 bid and $80 asked. At the present rate of working, we expect to declare a 15 per cent. dividend the first year, and to extend the hill branch about one and a half miles, which will make a ride of over five miles for 5 cents. I would like to know whether such a record can be beaten." As was stated in my last letter to you, the President of the

DAVENPORT CENTRAL RAILWAY COMPANY

Has made a report, showing a net monthly increase of from 110 to 320 per cent., and I am told that the bonds of that company were placed at eighty cents on the dollar, and that the company wished to buy them back at as high as 110; another significant fact is that there is no difficulty in placing electric railway bonds in the East if the projectors have a good franchise to show. The Seattle Electric Railway and Power Company has just placed a bond of $175,000 at six per cent., and a road in Portland, which we are about to equip, placed its bonds in Boston not long ago. Henry Villard told me in Portland recently, that there would be no trouble in placing bonds for any good electric road in San Francisco, or any of the large cities in California. Two men, who are operating electric railways in the East, have been in correspondence with me in regard to the purchase of a road here for the purpose of converting it into an electric road. You can hardly pick up an electric or street railway paper without finding notices, from one to a dozen, of work that is under way, or about to be contracted for. JOSEPH L. JAYNE.

THE WHOLE QUESTION.

This presents the whole question as drawn out by the investigation of the Folsom Water-power Company, to the success of which the people of Sacramento look forward with the liveliest interest. Neither they nor the RECORD UNION take any concern as to what system of motors, or what patented or other means of transmission may be adopted by that company, so long as it carries out its intentions (which it is proving by very large investment and bringing the Folsom Canal near to completion), and which is referred to in a letter to William Schaw, of this city, in which the Manager says:

WHAT THE COMPANY PROPOSES.

"It is not necessary for us to explain to you that when the water-power of the Folsom Water-power Company is completed we contemplate transmission to Sacramento (by electricity), and we have the most abundant assurances that it is perfectly practicable to profitably utilize it there. We hold that with such a power available at Sacramento every interest of the city will be most beneficially promoted."

MANUFACTURING FOR SACRAMENTO.

The same gentleman writing to the RECORD UNION says: "We have deep-seated conviction that when the works for utilizing the power of the American river at Folsom, now in progress under this company, shall be completed, Sacramento will be in a position to enjoy exceptional advantages for the use of electricity which will build up its population and prosperity."

CONCLUSION.

It is perhaps fortunate that Mr. Livermore misunderstood the debate here concerning the electric railway (storage battery), since it has resulted in specific expression on the part of his company of its intention concerning motive power for manufacturing and propulsion and other purposes in Sacramento, and which information, coming in this official manner, will augment the interest of Sacramentans in the work of the Folsom Water power Company.

A Proclamation!

Dr. I. Guy Lewis, Fulton, Ark., says: "A year ago I had bilious fever; Tutt's Pills were so highly recommended that I used them. Never did medicine have a happier effect. After a practice of a quarter of a century, I proclaim them the best

ANTI-BILIOUS

medicine ever used. I always prescribe them in my practice."

Tutt's Pills

Cure all Bilious Diseases.

SOLD EVERYWHERE.

DELICIOUS SUGAR PLUMS.

CHARMING GIRLS WHO MAKE THEM AT HOME.

The Triumphs of the Candymakers Who Supply Their Own Wants—Bookbinding as an Art.

[From the New York Star.]

This is the time when the girl who goes in for something as sweet as herself, makes her own candy. She took lessons last winter, or in Lent, for she must do something in Lent besides going to church, and now she is able to exercise her novel accomplishment to the envy of all other girls. There are rainy days in summer, plenty of them, and on such days household amusements are in demand. A new novel is not always to be had, the men are all in town, fancy work palls and the piano is out of tune. What, then, can a girl do?

Well, she can go into the kitchen for half an hour and make for herself and others more delicious sugar plums than ever came out of a Broadway shop, and far more enjoyable are the works of one's own hands than anything that can be bought. An advantage, too, is in having them perfectly fresh, and the candies described below are not to be found in shops, because they will not keep. The athletic girl reigns supreme on a sunny day when tennis is the craze, and the sentimental flirt is sought by moonlight, but the candy girl is the girl for a rainy day.

She will take some big ripe strawberries and hull them, or raspberries, after the strawberry season is over. Then she will mix two cupfuls of granulated sugar with a little less than one cupful of cold water. This mixture must be put over a hot fire and allowed to boil hard without stirring until a spoonful of it dropped into cold water immediately crystallizes to the point of being brittle. When it has reached this state it is to be taken off the fire and poured into hot cups. And into this must the berries be dipped, one by one, as quickly as possible, fished out with forks and dropped in greased tin pans so that they will not stick. When all the berries have been dipped put the pan or pans in the refrigerator until the fruit is quite cold, when it is ready to eat. And how delicious it is! It took half an hour in all, to prepare this delicious food, but it disappears in a good deal less than half that time.

The candy girl has her triumphs on a rainy day.

Another amusement that may be pursued with profit, in that it produces more lasting results than candymaking, is the binding of pamphlets. They are not worth binding? Well, that depends; ordinarily, they are not, perhaps, as most books can be bought ready bound, if they are worth the binding. But many of the English reprints are only to be had in paper covers, and binding one's own books is a novelty, requiring some little ingenuity and dexterity, and therefore an amusement. Then, too, it has the advantage of enabling the binder to select her own covers—cretonne, paper, brocade, or leather, according to her taste, or according as she values the book.

The sentimental girl has a novel that she values for purely sentimental reasons. There are scenes in it that she gloats over, and bits of verse that she believes will linger in her memory as long as she lives. But all the more does she wish to preserve the book. It has been read and reread so often that the paper covers are in a sadly dilapidated condition, and she considers it worthy of new and handsomer ones.

A writer in the *American Workman* gives a simple and inexpensive method of doing this kind of work, and it is well worth a trial by the summer maiden on a day when the rain drips, drips, in a steady, serious manner, showing evident intention of dripping all day. The first thing necessary is a piece of thin, cheap cardboard, and laying the pamphlet down on this to mark the outline with a pencil. Allow for the thickness of the back, marking it with lines, and cut the cardboard large enough for the two covers and back. Cut the lines marking the back half through, so that the cardboard will fold easily without parting. A piece of "ticket buckram," which comes especially for ticket purposes, is now pasted on the back, on the outside of the cardboard, or on the side where the lines have been cut. Where buckram cannot be had a piece of strong linen or silesia will do almost as well. This buckram extends a little beyond these lines, and about an inch beyond the top and bottom of the cover. These latter pieces are to have gussets cut out of them, so they will not pucker, and then they are gummed down on the inside of the cardboard with ordinary mucilage, and left under light pressure. When it is quite dry the pamphlet is to be sewn in, each set or pages separately stitched in, and care must be taken that they must be put closely together, or the book will have a slovenly appearance when bound. Put a little gum on the stitches, so that the thread is well gummed down on the buckram. And now for the very outside cover. If paper is to be used, the back may be heavy writing paper, but mounted so as to adhere only to each cover and be free from the back itself. For the sides any color may be used, and must be pasted on very neatly. For the inside of the covers, if of the right size, a sheet of note paper may be used, one-half being pasted on the cover and the other half being left as a fly leaf. When the book is finished it should be put under pressure for several hours, or even a few days.

But should any kind of cloth be used as a cover it is well to have it in one piece, and it should be cut at the same time the cardboard is cut and of the same size. Cretonne is very pretty for this purpose and wears well, provided, of course, the color selected is not too light. The soft Japanese silks are sometimes used, but should have between them and the cardboard an interlining of canton flannel, which improves the appearance and renders the silk less liable to wear out on the edges and corners. Brocade is used with good effect, but is rather too handsome for a book printed on the ordinary paper that is used for the majority of pamphlets. Vegetable parchment is used with good effect, and the best quality only should be bought for this purpose, but it is difficult to obtain except from wholesale dealers. A very good imitation of leather is leatherette, but is more difficult to handle, as is also the paper leather of Japanese make. But the Japanese gold leather-paper is a very different thing, and makes a very handsome book. The simple bindings, however, of dull blue or gray paper, or of the marbled paper, that is always pretty and in good taste, are the easiest to handle, and therefore the best for the beginner in the art of bookbinding.

But if the fair binder can find nothing that entirely suits her fancy, she can go to work and embroider a design that she considers appropriate to the contents of the book. This is an occupation that was practiced many, many years ago by fair ladies in convents and outside of them, and is well worth imitating in these days.

SHORTEST AND LONGEST.

The longest day is in June, they say;
The shortest in December;
They did not come to me that way;
The shortest I remember
You came a day wish me to stay,
And filled my heart with laughter;
The longest day—you were away—
The very next day after.

—*Century.*

"IT IS a fact," that Hood's Sarsaparilla does cure scrofula, salt rheum, and other diseases or affections arising from impure state or low condition of the blood, overcomes that tired feeling, creates a good appetite, and gives strength to every part of the system. Try it.

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THE GREAT LIVER AND STOMACH REMEDY.

CURES all disorders of the Stomach, Liver, Bowels, Kidneys, Bladder, Nervous Diseases, Loss of Appetite, Headache, Constipation, Costiveness, Indigestion, Biliousness, Fever, Piles, Etc., and renders the system less liable to contract disease.

DYSPEPSIA.

RADWAY'S PILLS are a cure for this complaint. They tone up the internal secretions to healthy action, restore strength to the stomach, and enable it to perform its functions.

PRICE, 25 CENTS PER BOX. SOLD BY ALL DRUGGISTS.

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Good morning

Have you used

PEARS' SOAP?

THIS GORGEOUS STRUCTURE, THE HOTEL DEL CORONADO,

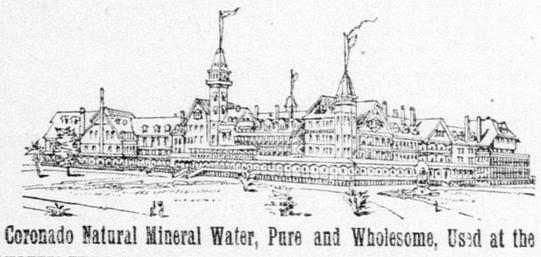
IS LOCATED ON THE VERY SHORE OF THE PACIFIC, IN A

Most Soothing, Genial, Restful Climate,

WHICH MAKES THIS THE MOST CHARMING PLACE

To Spend the Summer Months

ON THE AMERICAN CONTINENT.



The Coronado Natural Mineral Water, Pure and Wholesome, Used at the Hotel,

COMPLETES THE LIST OF REQUIREMENTS TO STAMP THIS A PERFECT SANITARIUM. The water comes from Living Springs in bountiful supply, and has cured hundreds of the guests who had kidney troubles, for which it is a specific. Hundreds of voluntary testimonials, speaking highly of the merits of the water, have been given to the Management. It is a pleasant beverage and a splendid table water. C. M. MILLER, Agent, 204 California street, San Francisco, or apply to your liquor merchant. The Coronado Water Company puts it up in pints and quarts. IT IS FOR SALE EVERYWHERE. ROUND-TRIP TICKETS from San Francisco including two weeks' board at the Hotel del Coronado, $65. Tickets by rail for sale at 613 Market street, S. F., or by steamer at 214 Montgomery street, S. F. LOW RATES, say $2 per day, made for persons arranging to spend the summer months.

F. S. HABCOCK, Jr., Manager.

G. W. CHESLEY & CO., SACRAMENTO, Agents for Coronado Water. jy10-1mWS

"Quick Meal" Gasoline Stove!

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IN THE SUPERIOR COURT, STATE OF CALIFORNIA, County of Sacramento. In the matter of the estate of THOMAS MORRIS, deceased.—Notice is hereby given that FRIDAY, the 9th day of AUGUST, 1889, at 10 o'clock A.M. of said day, and the Court-room of said Court, at the Court House, in the City of Sacramento, County of Sacramento, and State of California, has been appointed as the time and place for proving the will of said Thomas Morris, deceased, and for hearing the application of JOHN LEWIS for the issuance to him of letters testamentary thereon.

Witness my hand and the seal of said Court this 25th day of July, 1889.

[SEAL.] WM. B. HAMILTON, Clerk.

By L. P. SCOTT, Deputy Clerk.

TAYLOR & HOLT, Attorneys for Petitioner. jy26-10t

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$2,000—Lot 80x80, northeast corner Nineteenth and P, adjoining the above, with stable. These two pieces can be bought together for $4,600.

$36,000—Business property on J street. Size, 86x110, on a corner. Part payment can be made in land, river bottom preferred.

LOTS.

$1,000—80x160, northeast corner Nineteenth and D streets.

$900—80x160, north side D street, between Nineteenth and Twentieth.

$3,750—160x160, northwest corner J and Twenty-fifth streets.

$1,200—80x160, north side O street, between Twenty-ninth and Thirtieth.

$2,000—80x160, southwest corner Twenty-five and I streets.

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LOT on Twenty-sixth street, 80x160, $800.

LOT on F street, 80x160, $700.

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