SACRAMENTO DAILY RECORD-UNION.

VOLUME LXII.--NO. 124. SACRAMENTO, TUESDAY MORNING, JANUARY 14, 1890. WHOLE NO. 12,056.

Our Stores Open for Business at 7:30 A. M. and Close at 6 P. M. Sharp.

TO-DAY!

—IN OUR GREAT—

WINTER CLEARING SALE

Every Article a Prize that is Advertised. No Goods but What are Marked Way Down.

All-wool Serges, in eight different shades, 36 inches, marked from 50 cents to 28 cents per yard.

NAPKIN AND TABLE LINEN DAY.

Pure Linen Napkins, full size, marked to 50 cents per dozen.

In Blankets we are now offering extra inducements. Horse Blankets and Buggy Robes also.

All Pure Linen Fringed Napkins, in red and white and blue and white checks, 35 cents per dozen; marked from 50 cents.

All Pure Linen Unbleached Napkins, 5-8 size, 87 cents per doz.; regular value, $1 25.

All Pure Linen White Napkins, handsome designs, 3-4 size, satin finished, $1 25; reduced from $2.

58-inches wide Genuine Turkey Red Table Linen, 20c per yard; regular value, 40c.

54-inch wide Unbleached Table Linen, extra heavy, 18c per yard; regular value, 25c.

44-inch wide Scrims, in four shades, 4 cents per yard.

44-inch wide, fancy-stitched, in different colors, on lace work, Ecru Scrim, extra quality, 12½c per yard; regular value, 25c.

Extra-heavy Unbleached Canton Flannels, 11 yards for $1.

Extra-heavy Unbleached, yard wide, Sheeting, 6 cents per yard.

One case of Ladies' Full-finished, All-wool Hose that always sold for 50 cents; we have marked the lot at 25 cents.

RED HOUSE,

J Street.

SACRAMENTO..........................CAL.

THE TENTH DAY!
THE TENTH DAY!

Tuesday, the Banner Day!

—OF THE—

Great Annual Clearance Sale!

General Overhauling of Prices. General Refitting of Assortment Just Finished. And we start with renewed vigor on the SECOND WEEK OF THE GREAT SALE.

We Intend to Make

THIS DAY (TUESDAY) THE BANNER DAY OF THE SALE.

New Sacrifice in all Departments.

DRESS GOODS DEPARTMENT.

DOMESTIC DEPARTMENT.

FANCY GOODS DEPARTMENT.

AND THE LAST BIG SMASH-BANG! AT THE PRICES OF OUR

CLOAKS! *CLOAKS!*

DEAR READER: If you knew how much headache this lot of CLOAKS has cost us this Winter, you could comprehend our anxiety to get rid of them.

RUINOUS PRICES

Are put on the Entire Stock, but we part with them cheerfully. OUR LOSS IS YOUR GAIN!

THE NONPAREIL THE

CORNER FIFTH AND J STREETS, SACRAMENTO.

NEW TO-DAY.

Advertisements of Meeting Notices, Wants, Lost, Found, For Sale, To Let and similar notices under this head are inserted for 5 cents per line the first time and 3 cents per line each subsequent time. All notices of this character will be found under this heading.

Fair Oaks Corps, No. 13.—Regular meeting THIS (Tuesday) EVENING at 7:30 o'clock. SARAH CUNNINGHAM, Pres. ADDIE SHIELDS, Secretary. 1t*

Ladies' Central Committee—The regular meeting of the Ladies' Central Committee will be held in the Y. M. C. A. parlors THIS (Tuesday) AFTERNOON at 3 o'clock. 1t* MRS. R. G. HART, President.

Stated meeting of Concord Lodge, No. 117, F. and A. M., THIS (Tuesday) EVENING, January 14th, at 7 o'clock. Visiting brethren cordially invited. By order of E. B. CARROLL, W. M. W. HEVENER, Secretary. 1t*

Regular meeting of Occidental Encampment, THIS (Tuesday) EVENING, at 7:30 o'clock. Installation of officers and work in the R. P. degree. All members and Patriarchs are earnestly requested to attend. J. H. FERGUSON, C. P. F. C. HYDE, Scribe. 1t*

FOR RENT—MAGNIFICENTLY FURNISHED front and back Parlor, with use of Piano; also Bathroom; in the finest built "Up Stairs" on J street. Address A. B. ja14 3t

FOR SALE—TWO THOROUGHBRED JERSEY milch cows; are young, gentle and fresh milking. For particulars inquire of L. A. UPSON, 1010 F street. ja14 6t*

$400—FOR SALE, ON ACCOUNT OF SICKness, a Grocery Store. Inquire 1028 H street. ja14-6t*

WANTED—LOST—FOUND.

SALESMEN WANTED AT ONCE—A FEW good men to sell our goods by sample to the wholesale and retail trade. We are the largest manufacturers in our line in the world. Liberal salary paid; permanent position; money advanced for wages, advertising, etc. For full terms address Centennial Manufacturing Company, Chicago, Ill., or Cincinnati, O. n21-TTS30t

$60 SALARY, $40 EXPENSES IN ADvance allowed each month. Steady employment at home or traveling. No soliciting. Duties delivering and making collections. No postal cards. Address, with stamp, HAFER & CO., Piqua, Ohio. d3-20tTT

I WISH TO EMPLOY A FEW LADIES ON salary to take charge of my business at their homes. Light, very fascinating and healthful. Wages $10 per week. Reference given. Good pay for part time. Address, with stamp, MRS. MARION WALKER, Louisville, Ky. d3 20tTT

NOTICE—$25 REWARD WILL BE PAID for the recovery of the body of JOHN ZGRAGGEN, who was drowned in the Sacramento river, six miles above the city, Tuesday evening, December 24, 1889. Apply to BEN. STEINAUER, New Wm. Tell House, J street, between Eight and Ninth, Sacramento. j11-1w

WANTED—PARTIES TO BORROW MONEY on their city and country property. Plenty of money to loan. Address MONEY LOANER, P. O. BOX 93, Sacramento. n8-tf

WANTED — WOOD CHOPPERS, FARM hands, milkers, cooks, waiters, twenty women and girls for general housework and cooking. None but sober, steady people need apply. At EMPLOYMENT OFFICE, Fourth and K streets. Telephone 232.

FOR SALE—TO LET—ETC.

TO LET—LARGE FURNISHED FRONT room, suitable for two gentlemen. 330 L street; entrance on Fourth st., up stairs. ja13-3t*

FOR SALE—ONE OF THE FINEST AND largest saloons in this city, connected with chop-house and extra ladies' rooms. Best location; stock and lease. Inquire at this office. j13-1w

TO LET—FURNISHED ROOMS FOR HOUSEkeeping, to parties without children. Northeast corner Second and I streets. j11-1w*

TO LET—NO. 1613 P STREET, A COTTAGE of five rooms with barn on the place. Apply to Mrs. J. A. BARRETT, 701 Twelfth, cor. G. j11-tf

TO RENT—A HOUSE CONTAINING FOUR rooms and good yard on Sixteenth street between Q and R. Inquire of J. F. MENKE, Seventeenth and R streets. j11-3t*

FOR SALE—TWO FIRST-CLASS MILCH Cows. Inquire at 1705 O street. ja9 5t*

FOR RENT—ONE HUNDRED ACRES OF good Alfalfa pasture at Brighton. Inquire of PERKINS & SON, Perkins Station. ja9-tf

FOR SALE OR EXCHANGE FOR CITY property—Forty acres of improved land within one mile from railroad station and five miles from Sacramento. Inquire of CARL STROBEL, 317 J street. ja9-6t1tw

TO LET—TWO GOOD BUSINESS STORES, No. 900 and 904 K street. Inquire of M. B. ROSE. ja8-tf

FOR SALE—A SMALL STEAM LAUNCH. The boat is 26 feet long, 7 feet beam; a four horse power (coal oil) engine; fitted up in good shape; suitable for pleasure or business; will be sold cheap. Apply at this office. ja8-6t

FOR SALE—AN IMPORTED PERCHERON Stallion, age 10 years, color gray, weight 1,700, sure foal-getter; will take good work horses or brood mares in exchange. Inquire at RECORD-UNION office. ja4-1m

FOR SALE—FOUR LOTS 80x160, NORTH side P street; best location for dwellings in the city; above all possible floods; near street cars; city and pure well water; perfect drainage and good soil. Apply to W. E. CHAMBERLAIN, 1618 M street. d10-tf

FOR SALE—ONE NORMAN DAPPLE-grey stallion, seven years old; also one thoroughbred Kentucky jack, six years old. Inquire of J. S. FOSTER, RECORD-UNION office. 1m

FOR SALE—200 HEAD FINE, YOUNG horses; also a few mules; all broke. Apply at MOXON & ACKLEY'S, 911 and 913, 2d st. n11-tf

FOR SALE—OR EXCHANGE FOR DESIRable city property, a wheat ranch of 1,290 acres near Williams, Colusa county. Address WEINSTOCK, LUBIN & CO., Sacramento. o28-tf

TO RENT—ONE TENEMENT OF THREE rooms, also one suite of two large unfurnished rooms, both suitable for housekeeping for man and wife; also one large unfurnished room, and three furnished rooms (with or without board). Apply to D. GARDNER, Wood-yard, Fourth and I streets. mr7-tf

FOR SALE—A NEW UPRIGHT MATHUSHEK Piano; cost $1,000; will be sold at a bargain. Inquire at this office. fe28-tf

GENERAL NOTICES.

Penny Wisdom—Pound Folly.

It is foolish to save the little that SOZODONT costs, and suffer what will result in bad teeth and large payments to dentists. Place a bottle of it on the toilet, use five drops only of it every time after eating, cleanse the mouth, and show your wisdom. TTS

The Odorless Excavating Co that has just commenced business in this city, is prepared to clean vaults and cesspools in the most approved sanitary manner. Office 317 K st. ja13tf

B. F. Stoll, Dentist, 606 J street, wishes to inform his patients and all those in need of dentistry that he has reduced his prices one-half, and will guarantee all operations to be first-class and satisfactory or no charge made. ja1-tf

The best place in California to have your printing done: A. J. Johnston & Co.'s, 410 J street, Sacramento, Cal.

Decker Bros.'—The artists' piano. Write to KOHLER & CHASE, San Francisco. n25-3m

Lewis Winter, Wood Engraver, 627 J. tf

H. S. CROCKER & CO.,

208 and 210 J street.

THE LEADING STATIONERS, —PRINTERS— And Lithographers

—AGENTS FOR—

CALIGRAPH TYPE-WRITER And Supplies.

MANUFACTURERS OF BLANK BOOKS. n17-tf&Su

Clauss & Kraus,

DEALERS IN ALL KINDS FRESH MEATS Bacon, Hams, Lard, Pressed Corned Beef and all kinds of Sausages; proprietors I-STREET MARKET, cor. Seventeenth and I sts. Free delivery to all parts of the city. d31-tf

HEAVY OVERCOATS,

WOOL SCARFS, LINED KID OR DOGskin Gloves, Cardigan Jackets, Stockinet Smoking Jackets, AT YOUR OWN PRICES FOR CASH, at

C. Robin's,

612 and 614 K street..............Sacramento ja9-1ply&Su

Past, Present and Future

MRS. I. C. ANDREWS, the well-known Fortune Teller and Astrological Clairvoyant, is located at 1521 J street. Numerous people have benefited by her wonderful gifts. d12-tf4p*

STREET IMPROVEMENT.

LARGE MEETING OF CITIZENS INTERESTED IN THE SUBJECT.

Mr. Ray's Proposed Scheme—The Washington System of Narrow Roadways and Low Cost.

The Court-room of Department Two of the Superior Court was filled to its fullest capacity last evening by prominent citizens and property-owners to consider the matter of improving the streets of this city. The meeting was held under the auspices of the Improvement Association, and was presided over by President Luhrs of that body, C. W. Baker acting as Secretary. Among those present were Mayor Gregory, G. W. Hancock, John Blair, C. H. Cummings, P. A. Miller, W. F. Knox, E. K. Alsip, S. H. Gerrish, Peter Newman, Sparrow Smith, F. E. Ray, S. E. Carrington, G. Wittenbrock, John Batcher, A. C. Sweetser, E. Twitchell, Dr. G. L. Simmons, W. W. Light, Dr. A. E. Brune, W. D. Comstock, F. D. Ryan, Edgar Carroll, Edwin F. Smith, F. M. Shields, Daniel Flint, E. A. Crouch, D. A. Lindley, George Murray, P. E. Platt, J. Triechler, H. Roth, Dr. J. R. Laine, James Senatz, E. I. Robinson, C. F. Atkinson, Siller Bros., E. J. Croley, W. H. Tryon, J. C. Pierson, S. S. Southworth, J. O. Coleman, H. A. Gardner, L. L. Lewis, J. W. Klees, Matt. Johnson, Dugald Gillis, Jos. Wiseman, F. W. Biewener, T. Eilers, Dr. Parkinson, E. F. Aiken, A. Abbott, A. Heilbron, O. W. Erlewine, T. D. Scriver, F. R. Dray, E. A. Burr, E. F. Taylor, B. Leonard, H. B. Nielsen, Fred. Mason, W. C. Fitch and others.

F. E. Ray, being called upon, explained the plans proposed for a general system of street improvement. [The plan has already been explained in these columns.] In response to questions asked Mr. Ray it was proposed to place at least a foot of good gravel on the streets. He had assurance of an opportunity to get all the gravel required. If first-class material were used it would, of course, cost more than if cheaper material should be employed. He could give no estimate now as to what would be the cost to improve a street in front of a forty or eighty-foot lot, as everything depended on what quality of material was to be used. If first-class, the cost would be 30 per cent. less than what is now charged for ordinary material. All the property-owners with whom he had talked on the subject seemed to be heartily in favor of the project. He thought it possible to have passably good streets here in this city, if not the very best. The opportunity was now offered to have this work done at lower prices, if the property-owners would stand in.

NARROW STREETS AND BROADER WALKS.

S. E. Carrington, who spent last summer in the East, and who was known to have some suggestions to offer on methods of street improvement and beautifying, based on his observations in Washington and other cities, was called upon to address the meeting, the following being a synopsis of his remarks:

Washington is quite commonly referred to as "The Paris of America," and it is entitled to this characterization. It is not only the most beautiful city in the Union, but is fast becoming a great literary, as well as aristocratic center. Men of letters and of wealth are congregating there and building beautiful mansions, where they enjoy the most finely paved, beautifully parked and shaded streets anywhere to be found, and where in addition they can also enjoy the "Court society" of democratic America.

The change that has taken place in the appearance of the Capital City since 1870 is simply marvelous, and those who were familiar with its wide, unpaved and nearly shadeless streets at that time, can now find few points that recall the past or are recognizable. Twenty years ago the city in summer was one of the hottest and most enervating places to be found in the United States, and everybody who appeared upon the streets during the "heated term" carried an umbrella as a matter of comfort as well as precaution against being overcome with the heat.

Now this is all changed and a visit there of several weeks during the past summer proved that Washington has been so transformed under the hand of man—or as may be more correctly said, under the skillful work and indomitable energy of "Boss Shephard," that it is now a most delightful place in which to reside, even in the summer. The manner in which this transformation was effected is a matter of practical interest to Sacramentans.

Soon after the close of the war Senator John Sherman had K street, adjoining his residence, parked out from the side a distance of several feet from the former curb, and a second row of shade trees planted along the outer edge. In three or four years the beautiful wide lawn outside the walk and the four rows of trees extending along the street attracted general attention and admiration, and when the era of improvement set in, which has made Washington famous, authority was obtained from Congress to thus narrow and park all streets of the city, except those where full width was required for business or other purposes. This plan was very generally carried out, and made possible and successful the grand improvements that were inaugurated under Mr. Shephard's administration.

The results and benefits effected by narrowing the streets were almost incalculable. In many instances from half to two-thirds the cost of paving the street was saved. The lawn afforded in front of residences made property doubly attractive and valuable, while the additional rows of trees made the walks and roadways delightfully shady, very greatly modifying the temperature in summer and giving to the residence portion of the city the appearance of an immense beautiful grove studded with charming residences.

It is claimed by the District authorities at Washington that the reduction of the width of the streets was the key to the whole situation and to the success made in improvements, on account of the enormous saving made in paving, and the opportunity it afforded of beautifying with the continuous lawns outside the walks on either side of the street, and making the city rich with shade from the endless variety of trees and foliage which are forming archways over the noiseless asphaltum roadbeds beneath.

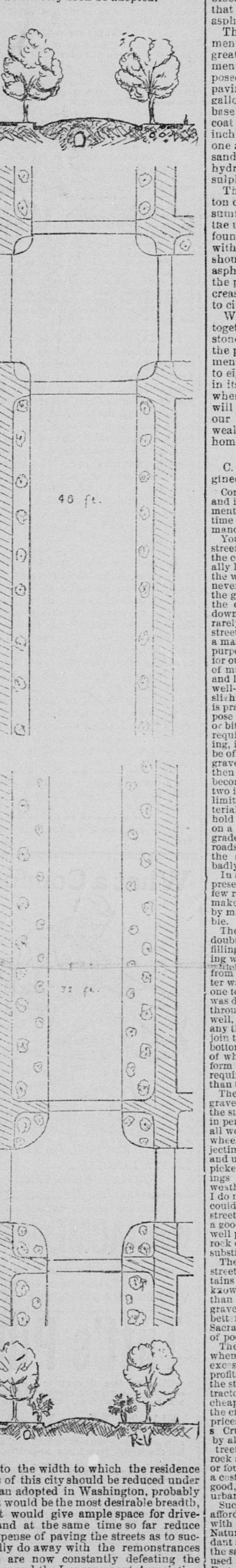
What has been thus accomplished to make Washington beautiful can be accomplished in the same manner and far more successfully in Sacramento and in much less space of time. There is far less need of wide driveways in the residence portions of this city than in Washington. We can beautify our streets with an endless variety of semi-tropical ornamental trees, palms, etc., none of which could stand the winter climate of Washington, where the mercury frequently goes down to zero. The growth of trees can be obtained here also in about one-half the time required for the same in Washington, by reason of our longer seasons and the forcing quality of our climate and soil.

What Washington can enjoy in the way of flowers and foliage during its warm months, Sacramento can with far greater profusion enjoy the entire year. In a word, Sacramento has natural advantages which will enable us to make it more beautiful and attractive than the national capital city, if we will with energy, equal to that which they have displayed, avail ourselves of the prize within our reach.

Experience shows that the one great obstacle to accomplishing this is the cost of street improvement. Materially reduce this cost, and we will remove the "remonstrances" and opposition. The history of improvements in Washington demonstrates the practical method for reducing the cost, and that is, reduce the width of the roadway to be paved or improved and you reduce correspondingly the cost to property-owners.

If the residence streets of Sacramento, which have now a width of forty-eight feet between curbs, were reduced to thirty-two feet between curbs, which is a very common width of residence streets in Washington, one-third of the cost of paving would be at once eliminated. This would extend the lawn outside of the walk eight feet further into the street on both sides. Where there is already a row of shade trees outside of the walk, there would be space for another row of ornamental trees, such as sour oranges, palm, flowering shrub, etc., along the outer edge of the added lawn. This would greatly beautify the streets, add value to adjoining property by the increased attractiveness for residence purposes, reduce the temperature in summer by reason of additional lawn and shade, reduce dust and cost for street sprinkling, and also reduce the subsequent cost for keeping the roadway in repair to a comparatively insignificant amount.

The speaker said that Mr. Grunsky had, at his request, kindly prepared a drawing of a street as it would appear when reduced in width and parked, which gave an idea of the desirability of the method recommended. He was satisfied that if a portion of a street in Sacramento was narrowed and parked, as Senator Sherman had first done in Washington, the same result would follow here, and a general reduction in the width of streets, except the business streets and those which have railways upon them, would very soon be adopted.



As to the width to which the residence streets of this city should be reduced under the plan adopted in Washington, probably 32 feet would be the most desirable breadth, as that would give ample space for driveway, and at the same time so far reduce the expense of paving the streets as to successfully do away with the remonstrances which are now constantly defeating the Trustees and the Improvement Association in their efforts for beautifying and advancing the interests of the city.

There are many streets in Washington and its western portion, formerly known as Georgetown, that are but thirty feet or less, while in the more traveled parts of the city the widths range up to the broad avenues of even one hundred feet or more. A very large number of the leading and most popular residence streets are thirty-two feet; and every one who resides upon them, or who sees them, with the beautiful wide front lawns and rows of shade trees, would deem it sacrilege to make any change whatever in them.

It may also be remarked in this connection, that while the streets are of different widths, the same street is often not of uniform width its entire length. Thus, Eighth street, west, is fifty-one feet in width from C to F, thirty from F to Broadway, and thirty-two from B street, south, to Water street. Many other streets are similar as to diversified widths.

As to the most desirable kind of street pavements, Washington has, including Georgetown, a total of 223 miles of streets. Of this total, 151 miles are paved and 82 miles remain unimproved. The improvements are all made under direction and superintendence of a Government engineer, designated as Engineer Commissioner. All the leading kinds of street pavement have been tested and used, but those known as asphalt and concrete are the ones now generally in favor and will be principally laid in future. The amount of each kind of pavement in the city, as shown in the Engineer's last report, is as follows: Asphalt or concrete, 69 miles; gravel, 34 miles; granite blocks, 21½ miles; cobble and blue rock, 12 miles; macadam, 8 miles; asphalt blocks, 5½ miles; wood, one-half mile.

While there are 34 miles of graveled street, the engineer in charge states that no more will be constructed, as there is so much earthy or sedimentry matter in the gravel that the streets poached up badly in wet weather and were not at all satisfactory. This, however, as stated, was because of the inferior quality of the gravel there available.

Considerable paving with granite blocks has been done, but the proportion of granite to that of asphalt or concrete is small, as will be seen by the engineer's last report, that out of a total of about 1,250,000 square yards of street pavement laid during the year, 250,000 was of granite blocks, 35,000 gravel, 280,000 macadam, and 9,000 cobble and blue rock, making about 925,000 square yards of asphalt or concrete laid, as against only about 322,000 square yards of all other kinds added together.

Experience has established there that the asphalt and concrete, or coal-tar distillate pavements, are the most desirable and will be principally laid hereafter. The cost was formerly $2 25 per square yard, but Congress, which pays for half for all improvements made in the District, recently limited the price to $2 per yard, with the proviso that it should be as good in all respects as that formerly laid for $2 25.

The asphalt pavement as laid there consists of a hydraulic cement concrete base six inches in thickness, with an asphalt wearing surface of two and a half inches. The gutters are generally laid with granite blocks or hard burnt brick, as it is found that wherever the water stands upon the asphalt it tends to rot it.

The concrete of coal-tar distillate pavement is still more extendedly used and in greater favor than the asphalt. This pavement consists of a base of four inches composed of clean broken stone and coal-tar paving cement, in the proportion of one gallon of the cement to a square yard of base; upon this base is spread a "binder" coat of fine stone and cement, one-half inch in thickness, and a wearing surface of one and one-half inches, composed of sharp sand, fine broken stone, paving cement, hydraulic cement, slaked lime and flour of sulphur.

These pavements stand well in Washington climate, which is far more intense in summer than that of Sacramento, and with the unlimited supply of asphalt which is found in this State there is no reason why, with our streets reduced in width, we should not have the noiseless and mudless asphalt or concrete pavement, and enjoy the pleasure they would afford and the increase of value that would be given thereby to city property.

With our streets thus paved and parked, together with our present requirements for stone sidewalks and due attention paid to the planting and care of shade and ornamental trees, Sacramento can in from six to eight years be as beautiful and attractive in its streets and lawns as Washington, and when this is accomplished our property will be far more than doubled in value and our city will be eagerly sought by the wealthy and refined for investments and homes.

ENGINEER GRUNSKY'S VIEWS.

C. E. Grunsky, the well-known civil engineer, took up the subject and said:

Commenting on the streets in Sacramento, and in making suggestions for their improvement, I shall be very brief, and touch at this time only upon a few points which seem to demand especial attention.

You are all aware of the peculiar shape of our streets, well rounded up, rising fully two feet in the center, with gutters upon either side generally lined with cobble-stones—in many cases to the width of five feet out from the curb, and never less than three feet wide. The bottom of the gutter lies eighteen inches below the top of the curb. The sidewalk slopes one-half foot down from the property lines to the curb. Very rarely do we hear any objection raised to a street having a well-rounded surface, while as a matter of fact the street would be better for all purposes if it were flatter, and the only excuse for our excessive side slopes lies in the necessity of making the street shed rainwater to the right and left. The question at once arises, does the well-rounded street do this better than one but slightly rounded? And the answer is that there is practically no difference. Let us see. Suppose a good pavement be in use—granite blocks or bituminous rock—but little inclination is then required to turn water at times when it is raining, into the gutters. Again, if the pavement be of some very poor material—natural earth or gravel, such as we have in use on our streets—then even on well-rounded streets the material becomes soft to the depth of one-half inch to two inches on gravel, and I might say without limit on natural earth streets; the ridges of material forced up at the edges of the wagon ruts hold the rainwater to some extent on the roads on a high grade as well as on those of a flat grade, and but little difference will be found in roads of the two types, if they be composed of the same kind of material, equally well or badly under-drained.

In a climate such as that which we enjoy (the present winter excepted), where we have but few rainy days, it would certainly seem best to make the surfaces of our streets very flat, thereby making the cost of grading as small as possible.

The form of gutter peculiar to Sacramento no doubt originated down town, where the street filling is for the most part supported by retaining walls, along and in immediate contact with which it was not desirable to carry the drainage from streets and roofs. The bottom of the gutter was therefore pushed out into the street from one to two feet, and the form of street which was deemed necessary down town was extended throughout the residence part of the city as well, yet every one who has given the subject any thought knows that the gutter should adjoin the curb, should be made with a horizontal bottom of flat granite or trap blocks, two rows of which, with another two rows rising to conform to the slope of the street, would meet every requirement, and would be much less expensive than the cobble gutters now in use.

The granite crosswalks when in use on gravelled streets, are flush with the surface of the street only so long as the street is new and in perfect repair. As soon as the surface is at all worn or becomes soft by reason of rains the wheels of all conveyances strike the large projecting granite blocks with considerable force and unload upon them more or less of the mud picked up elsewhere in the street. Such crossings need continual attention during rainy weather to keep them in a passable condition. I do not know of any style of crossing which could be recommended as an improvement for streets covered with our ordinary gravel; but if a good macadam were used, or when streets are well paved with granite blocks, a bituminous rock crosswalk on good foundation ought to be substituted for the granite.

The gravel at present in general use for our street work is not of the best quality; it contains too much earthy matter. Yet every one knows that our graveled streets are some better than those merely graded. Mixture of clean gravel and sharp coarse sand would be a far better material and ought not to cost more in Sacramento than is now paid for the material of poorer quality.

The price paid for the gravel now in use, when taken in consideration with its quality, is excessive. This is not due to large contractors' profits merely, but also to the fact that work on the streets is done piecemeal, and that no contractor has made adequate arrangements for cheap transportation of gravel from the pits to the city. This is true in a measure also of the prices paid for filling to grade.

Crushed stone—granite or limestone—should by all means supersede the use of gravel in our streets. Prepare a foundation of coarse broken rock and place upon it a wearing surface three or four inches thick of fine broken rock, and at a cost but little in excess of what is now paid, a good, generally acceptable and serviceable suburban street will have been secured.

Such a city as our own can, however, well afford to improve a large proportion of its streets with a better pavement even than macadam. Nature has provided California with an abundant supply of material which is very nearly the same as the most approved artificial mixture used for the wearing surface of pavements in Eastern cities. I refer to bituminous rock, which on a good concrete foundation ought to be laid at a price not exceeding 25 cents per square foot. There is no doubt that this material is good, and that it will stand our climate. It has been tried and is a success in Los Angeles and Stockton. It has recently been put down in the railroad depot and in the rear and at both sides of the Capitol in an exposed position. The driveway put down at the Capitol has been guaranteed for five years. There will be nothing to expend for repairs in this time, and even when the wearing surface needs repair the foundation will be intact.

Artificial pavements of a bituminous character artificially prepared in the East are also guaranteed by contractors who put them down and bind themselves to keep them in good repair for five years.

You have already had your attention drawn to the excellent system in vogue in Washington of reducing the service width of wide streets, and this system I desire to recommend most emphatically for this city and other cities laid out similar to Sacramento, with broad streets and a vast extent of residence property.

In all such cities the residence portion ought to be treated as one vast park. The service width of the streets ought to be reduced to the minimum which is required to meet the small demand of traffic and driving for pleasure. This is accomplished very easily by fixing a different alignment of street curbing for the residence part of the city from that for its business portion.

Such an arrangement I have indicated on this diagram, which represents a residence street as at present maintained here with forty-eight feet between curbs, and the same street narrowed to thirty-two feet between curbs. Comment is hardly necessary. It must strike every one as desirable to maintain our streets with the narrow driveway pavement than with the wider. It gives the street a more elegant appearance, it is far cheaper, it makes better paving possible.

In recommending a width of thirty-two feet as sufficient for our residence streets, it may be stated that the two approaches to the State Capitol are less than twenty feet in width.

In a recent report of the State Capitol Commissioners I took occasion to recommend that that the fencing be removed from around the grounds and that the extension at least be maintained unfenced like our Plaza. I also suggested the desirability of requesting all owners of property fronting on Capitol Park to remove their fencing. Thus the park would be extended to the very front doors of the residences. The desirability of removing fences is not confined to the surroundings of the parks but extends to the whole residence portion of our city. Fences are not ornamental; they do not keep out burglars; they are a needless expense in front of residence property; the dog, which they occasionally turn away, ought not to be roaming at large.

By removing fences and moving the curbs further out into the streets proprietorship of lot-owners would be extended practically twenty-four feet beyond the actual street lines, while as a matter of fact as soon as business interests require it the street can be again widened to any extent that may be desired.

A few figures concerning cost of street work may not be out of place. When a street has a natural surface requiring no excavation, merely a filling to the prescribed rounded surface, then according to prevailing prices its improvement (i. e., grading and graveling), including street intersections, curbing, cobblestone gutters and crosswalks, will cost about $1,400 per block.

The improvement of the same street with gutter of granite blocks close along the curb, with a reduced charge for surveying and a reduction of price of filling and grading to figures at which this could be done if a very large contract was let, would cost only $960 per block or 31 per cent. less.

If the service width of the same street were reduced to 32 feet instead of being improved at 48 feet, then at the ruling prices the street could be graded and graveled at $900 per block, or 36 per cent. less than the present cost. This cost would be still less if a large amount of street work were done at one time, because grading and graveling could be done much cheaper and the charge for surveying could be reduced. On the basis of large contracts the improvement of the 32 feet street ought not to cost more than $725 per block.

To cover the street throughout its present width of 48 feet with bituminous rock pavement would costs $4,725 per block (curbing, gutters and intersections being again included), or 48 per cent. more than the bituminous pavement for the street only 32 feet wide would cost. The cost for the latter being only $3,200.

VARIOUS OPINIONS.

In reply to questions asked, Mr. Grunsky stated that the present system of grading our streets costs at the rate of $175 for each 80-foot lot. If the streets were narrowed to 32 feet, the same kind of work would cost $113 for each 80 foot lot.

E. F. Smith offered the following resolution, in order to get an expression of the meeting:

Resolved, That it is the sense of this meeting that as to the character of street paving suggested, the concrete base with bituminous rock surface is preferable, provided the cost will not exceed 25 cents per square foot.

B. Leonard said the bituminous rock system would not be feasible in the outskirts of the city, where property values were low. Gravel is cheaper and better adapted to the general want.

G. W. Hancock said that 25 cents per square foot for bituminous rock was the cheapest proposition yet heard of, and would be as good for the outskirts as any other.

W. F. Knox said that bituminous rock, with a concrete foundation, would cost $200 for a 40-foot lot.

D. A. Lindley thought that bituminous rock on a broken granite foundation would be as good as needed. The contractors would guarantee it for ten years, and even if it should wear out in that time it would be cheaper to lay a new street than to keep graveled streets in repair for that length of time. The proposed narrowing of the streets was also an excellent proposition, as it greatly reduced the cost of street improvement. If a citizens' company be organized to put in gravel, no doubt still better terms could be had for the bituminous rock.

S. E. Carrington said that Warden Aull had told him during the day that he would not undertake to break up the granite for $10 a ton.

Mr. Lindley thought that the proposed scheme for a citizens' company a good one if properly and sincerely carried out. Good gravel could be got near the city if the parties purchasing it would be careful and not throw in too much clay. He thought it would be necessary to get the permission of the Legislature in order to narrow the streets.

Secretary Baker said he had examined the law and was satisfied the City Trustees had the same right to narrow a street as to widen it.

B. Leonard moved as a substitute that it be resolved to have the streets graded with gravel, where bituminous rock would not be practicable. Bituminous rock, with a concrete foundation, was no doubt the best that could be had, but it was too expensive and could not be adopted.

F. M. Shields thought the present meeting should not decide now. The citizens should get together frequently and consider and discuss the matter before making up their minds. Various cities, like Chicago, had graveled their streets over and over again, and are still in the mud. J street has been graded four times with gravel, and is now deep in mud. Something better can and should be done. Benicia cement is good enough for concrete and much cheaper and would cost far less than the Portland cement.

J. O. Coleman moved as a substitute for the whole matter that the Chair appoint a committee of five to report upon such streets as it might be advisable to narrow, and another to consider and report upon the better system of pavement to be adopted.

Mr. Ray not being able to submit estimates of cost, it was necessary that something should be presented to the meeting on which action could be taken.

E. F. Smith said that if Mr. Coleman would amend his substitute so as to resolve, first, that the streets be graded and improved, he would withdraw his resolution.

Mr. Coleman accepted the suggestion, and his motion was adopted unanimously.

Mr. Lindley moved that another committee be appointed to draw up contracts to be submitted to citizens to subscribe stock for the proposed new street paving company.

E. I. Robinson thought that something definite was to have been proposed at the meeting, but it seemed to him that Mr. Ray was holding back the information wanted. He would take $100 worth of stock in any company that would do something.

A gentleman in the crowd thought that something should be done toward formulating a plan for work before the charter freeholders are elected.

E. M. Leitch stated that if a street grading company should be organized he would take $100 worth of stock in it.

Some debate ensued over Mr. Lindley's motion, and he said he would withdraw it and would present a document at the next meeting, anyhow, for signatures to a stock company.

The Chair announced the following committees under Mr. Coleman's motion:

To ascertain and report on the different kinds of pavement—B. Leonard, F. E. Ray, D. A. Lindley, C. E. Grunsky and Edwin F. Smith.

To report on the most advisable system to be adopted—J. O. Coleman, Sparrow Smith, S. E. Carrington, W. D. Comstock and John Batcher.

Dr. Shield wanted the committees instructed to ascertain if a concrete foundation would not be required under any system.

On motion the meeting adjourned to meet on next Monday evening.

MRS. WILLIAMS' LECTURE.

Looking Backward—The Gospel of Money—Drift of the Age.

Mrs. Florence Williams' first Monday evening lecture of the course of six announced for the benefit of the Froebel Society's Kindergarten work, was delivered last evening at Castle Hall. The audience was disappointingly and unaccountably small, since a goodly number of tickets had been sold. Those differing in view from Mrs. Williams might say that the interest which she maintains is so widespread in Bellamy's "Looking Backward," was not manifest in the attendance of last evening upon the lecture upon it.

Governor Waterman introduced the accomplished lecturer to the audience, and she entered without preliminary upon the subject of the evening, "Looking Backward." She spoke with ease, strength and readiness and without manuscript, and held the attention of her audience closely, notwithstanding that the vigor with which some initiates of a lodge rode the goat in the hall above the lecture-room was calculated to distract attention.

She held that the central thought or mandate of the age, woven into all others, and dominating the time and its men, is that of the gospel of the nineteenth century: "You must make money." With almost the iteration in which Shakespeare makes Iago indulge in the advice, "Put money in thy purse," she dwelt upon the "gospel," which she classed as essentially the dominating one of our time, though preached centuries ago.

She then came to Bellamy's book, recounted its wonderful sales, declared it to be ill-written, dull as a story, a bore in its politico-economic effort, bad in style, weak in plot and altogether a poor production. But it had struck upon the head and brain of the people as no other book has in this day; wonderfully, marvelously so. This is due, she held, not to what is in the book, but what is in the thought of the day—that is to say, the book is the first of all those that have preceded it upon that line to suggest the "how;" to point out that money may be put aside and be no more a symbol; that price may be eliminated from our system, the unequal distribution of wealth ended and peace and good will to men, and not money become the gospel of men.

The reason for the widespread reading of the book referred to and the activities resulting therefrom, she attributed to what she declared are indisputable facts, as follows: That the distribution of wealth is grossly unequal; that wealth concentration under our system is not the reward of thrift, or education, or prominent service to mankind, but is due mainly to adventitious circumstances; that the people know that there is increasing discontent and that it exists among the wealthy also, because the latter realize the uncertainty of the tenure by which they hold wealth; and finally, because the vigor of individualism is admitting more and more to its level the conviction that each life is but an atom of a great whole, the particles of which are intimately related to and dependent upon each other.

The only reply that she had seen to the book that is essentially strong, she said, was that of Professor Harris in the *Forum*. To that reply she gave some attention, returning to the central thought of her lecture, that the attention of Bellamy's book has had is due to the longing, the tendency, the drift of the age to get away from the system that recognizes price, that makes money-getting the all, and that breeds undeniable discontent with the money law of the age, which enters into and operates so disastrously upon matrimony, even into religious form, upon Government, society, and all the relations of man to woman. At the conclusion of the lecture, which was at times eloquent, and throughout fervid, the lady was warmly applauded.

SOCIAL AND PERSONAL.

Senator Banks, of San Francisco, was in the city yesterday.

Dr. E. J. Swanson of this city has returned from his trip East.

Senator F. S. Sprague, of Woodland, visited the city yesterday.

Superior Judge Armstrong was too ill to appear on the bench yesterday.

U. K. Spect, of Orland, and John H. Finley, of Forest Hill, were in town yesterday.

A. T. Hatch, President of the State Board of Trade, is registered at the Golden Eagle.

Both Sheriff McMullen and R. S. Carey were reported as somewhat better yesterday.

United States District Attorney Carey is in the city attending his father, R. S. Carey, who is very ill.

L. C. Morehouse, G. E. Sloss and C. E. Wilcoxen, members of the State Board of Equalization, arrived in the city last evening.

Will. Knauer has returned to the Berkeley Gymnasium, after spending the holidays at home with his parents, Ninth and P.

Miss Maude Hartwell, of Napa, who has been visiting Miss Gertrude Miller and Mrs. Joseph Hahn in this city, returned home yesterday.

Frank J. McLaughlin, a leading hotel proprietor of Oakland, came up yesterday to meet his father, who was expected to arrive from the East last evening.

Arrivals at the Capital Hotel yesterday: J. T. Cochran, San Francisco; Miss O. Connors, Napa; E. J. Isham, I. Danielwitz, San Francisco; R. A. Sparks, Davisville; Chas. Irving, New York; J. Mangeman and wife, College City; T. J. Nichols, Auburn; A. G. Hunt, Woodland; J. B. Koch, O. P. Koch, San Jose.

Arrivals at the Golden Eagle Hotel yesterday: A. D. Grant, New York; G. W. Terrell, San Pablo; A. T. Hatch, Solano; B. Mark, New York; C. W. Damrel, Chicago; A. W. Brice, Lansing; F. J. M. Laughlin, Oakland; John A. Sheet, Chicago; J. H. McKeugh, New York; F. S. Sprague, Woodland; W. P. Starbird, Stockton; W. A. Kolbe, W. E. Whiting, L. C. Morehouse, G. E. Sloss, L. Howe, A. A. Andre, W. H. Brown, A. Selnir, San Francisco.

Knights of Honor.

The following officers of California Lodge No. 1580, and Unity Lodge No. 2088, K. of H., were installed jointly last evening, District Deputy C. Tietjen officiating as installing officer. California Lodge: Past Dictator, Jos. Davey; Dictator, J. C. Carroll; Vice Dictator, Albert Hart; Assistant Dictator, G. S. Burrett; Reporter, J. C. Medley; Financial Reporter, J. F. Carter; Treasurer, C. E. Adams; Chaplain, L. Bell; Guide, Patrick Kavanagh; Guard, F. H. King; Sentinel, Frank Swift; Trustees, A. J. Pommer, H. Bennett, S. S. Nixon.

Unity Lodge—Past Dictator, F. W. Senze; Dictator, B. Mayo; Vice Dictator, J. H. Humphrey; Assistant Dictator, Thomas Ferriter; Reporter, W. D. Crowe; Financial Reporter, T. A. Atwood; Treasurer, L. B. Sutliff; Chaplain, J. L. Orr; Guide, E. S. Rego; Inside Guard, P. Brannan; Sentinel, W. Woods; Trustees, W. J. Renfro, J. L. Orr, C. Tietjen.

Natives to the Front.

The promenade concert and ball to be given by Califia Parlor, Native Daughters, and Sunset Parlor, Native Sons, in the Assembly Chamber on Thursday evening, promises to be the finest affair of the season. It is to aid in swelling the Sutter Fort purchase fund, and should be well patronized. The music will be Jones, Fisch & Watson's full orchestra, and tickets are one dollar.

SUPERIOR COURT.

Department Two—Van Fleet, Judge.

MONDAY, January 13, 1890.

W. L. Jordan vs. M. C. Tilden—Defendant ordered to pay plaintiff $23 within ten days, in which case the cause to be dismissed.

John Tierney, a native of Ireland, was admitted to citizenship on the testimony of John Liddy and Michael Kerns.

Fritz Schurman, a native of Switzerland, was admitted to citizenship on the testimony of W. B. Hamilton and Tony Wertheim.

Charles H. Eldred, felony—Defendant arraigned and plea of not guilty entered.

IS CORBETT SQUEALING?

He Vaguely Hints at an Agreement with Campbell.

PORTLAND (Or.), January 13th.—In relation to the agreement between Campbell and Corbett, James Corbett says: "An agreement exists, there is no use of denying it, and I hold it for future use. The Mechanics' Pavilion managers know nothing of it, nor were they there when it was signed. It is simply an agreement between Campbell and myself. There is not much to it, but I had rather not publish it. Campbell promised me another match anyway, and I want it right away. I have done nothing wrong, unless it was in agreeing to the referee who gave me the worst of it. Campbell agrees to meet me again. There can be no knockout, but I'll show Portland I can best him on points with an impartial referee. If McAuliffe wants to come here the Pavilion will guarantee him $500 to meet me in an eight-round contest. He need not be afraid that he won't make money."

Campbell declines to talk on the subject, but said: "What can be expected from a fighter that got bested."

Supposed Case of Suicide.

NAPA, January 13th.—Charles Lavazzari died at 1 o'clock this morning suddenly. It is supposed he committed suicide by poisoning. Lavazzari and F. Berta were until recently partners, conducting a French restaurant. A few weeks ago Lavazzari discovered his wife and Yerta were too intimate. He then began an action for divorce, and Wednesday last left town. He returned Sunday night, and at 11 o'clock was seen in the restaurant. Two hours later he died. The Coroner will hold an inquest this afternoon.

WOMEN troubled with headache will find Simmons Liver Regulator relieves and cures.

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