THIRTY YEARS AGO.

PETER LASSEN'S TRAGIC DEATH AT THE HANDS OF INDIANS.

An Early Eccentric Sacramentan—Mrs. McGinty's "Carrackter"—A Week Without Events.

Some months ago the SUNDAY-UNION published a brief account of the tragic death of the old pioneer, Peter Lassen, which occurred late in the spring of '59. The recent holiday number of the Lassen *Advocate* contains a sketch of the old mountaineer, with fuller particulars of his murder by Indians. Lassen was one of those restless, indomitable spirits whose love of adventure and the wild pleasures of the frontier, kept always in the advance of civilization—a man of sterling character and peaceful habits. He erected the second house built in what is now Lassen county, a log structure which still stands on its old site. He was an honored member of the Masonic Order, of which, it is said, he brought the first charter to the Pacific Coast in 1848 or '49. At any rate, the charter itself (which is now hanging in the hall of the Lodge at Shasta), and which was granted by the Grand Lodge of the State of Missouri, May 10, 1848, shows that he was the first Junior Warden of Western Star Lodge, which named the place of its institution as Benton City, Upper California. Peter Lassen had been a pioneer so many years of his life that the restraints of civilization finally became irksome to him, and as settlers crowded into the valley and squatted around the ranch on which he had built his cabin, he rented his place, and with his horse and gun and two other prospectors started to the east in search of new mines. They camped in a small ravine one night, about 150 miles northeast of Susanville, in what is known as the Black Rock Country in Nevada, and the next morning he was awakened by the crack of an Indian rifle, the bullet from which had killed one of his sleeping comrades. He and the third man sprang to their feet, guns in hand, and while his companion was trying to secure their horses, which had broken loose, the brave old man stood by his bed, straining his eyes, which he shaded with his hand, trying to get a glimpse of his foe, who was secreted behind a cliff of rocks. While in this position a second shot was fired, and the truest and warmest friend the California Indians every had fell to the ground, shot through the heart. His remains were removed to his ranch and buried at the foot of a large majestic pine tree which stands on one corner of it. Over his grave his Masonic brethren have erected a fine monument about eight feet high, very artistically cut from native granite. The monument also bears various pioneer and Masonic emblems. The seal of Susanville Lodge, F. and A. M., has for its emblem a fac-simile of the tree and monument.

.........Among the attorneys in Sacramento thirty years ago was one George E. Montgomery. While the columns of the local press of that time do not show that he figured prominently at the bar, his name was frequently mentioned in connection with the debating society and one or two kindred bodies. A few years later, however, Montgomery transferred his residence to the town of Napa. It was understood among the townspeople that Montgomery was a lawyer, but he was never known to show himself in Court. Indeed, he was of most eccentric ways. He occupied a little room over one of the business blocks, which served as office, bed-room and general living-room, and lived while there the life of a recluse. He was a fine, distinguished-looking man—tall, slender, and of dark complexion, with a quick, nervous manner. His face, always pale and clean-shaven, was of classic mold, and he looked like a man of high mental attainments. He invariably wore a black cloth coat, buttoned close up under the chin, both in summer and winter. He was an enigma to the people of the village, who never got a glimpse of him but once a day. Just once a day and at a certain hour he would descend the narrow passage-way from his room to the street, accompanied by his only associate, a great black-and-white Newfoundland dog, which shared with him his scanty lodgings and—as the public were led to believe—even his bed. After casting a glance up and down the street, as if to assure himself that the coast was clear, Montgomery (and his dog) would make a break directly across to a small restaurant on the opposite side, from which they would soon emerge, the master bearing in his hand a paper of food. Another rush across the street, and the twain would disappear up the stairway and into the mysterious chamber, the interior of which was as a sealed book to both neighbor and janitor. Montgomery always wore a high silk hat, and in appearance looked like the typical broken-down tragedian. His whole life was a mystery to the Napa people, and he disappeared from the place as silently and mysteriously as he came.

.........Considerable amusement was created in the Police Court one day by a Mrs. McGinty (probably the mother of the gentleman recently drowned), who was charged with the theft of a sack of meal. Being informed that she might make a statement, she assumed a dignified position, and throwing back her disheveled locks and revealing a whisky-bleared face, started in: "Sure, yer Aner, Oi was allus a dacent woman; Oi lived a long time with Mrs. O'Flaherty—God bless her!—that kapes the cimetary, an' also with Mr. Brodericks; an' sure Oi have as many recognizements as would give me as good carrackter as anny man. Oi alluz had a good carrackter until Oi came from San Francisco on the stameboat—bad luck to the thing!" Here Mrs. McGinty became overwhelmed with emotion, and, pausing, shed a few quarts of tears. The Court thought she had been punished sufficiently and ordered her discharge.

.. ..There was a hot contest at the annual meeting of the State Agricultural Society in 1860 over the location of the fair for that year. The debate lasted two days, and was participated in by Rabe of San Francisco, J. W. Winans, E. B. Crocker, James W. Coffroth, A. Redington and others of Sacramento, Phelps of San Mateo, Gibbons of Oakland and many others. Some 500 votes were cast on the final ballot, and Sacramento won. Ten votes were cast for Washington, Yolo county. That meeting was probably the stormiest ever held by the society. It lasted for several days, and all the debates were reported in full in the UNION. The chief debaters were E. B. Crocker, R. D. Ferguson, — Richardson, Charles Crocker, Joseph W. Winans, General Hutchinson, J. B. Saul, Charles T. Botts and O. C. Wheeler.

.........There was a petition before the Legislature for the creation of the county of Mokelumne out of portions of Sacramento and San Joaquin. The territory asked to be taken from Sacramento was that south of the section line running east and west through the center of township 7 north, by the north line of the Daylor or Omochumnes grant, and following said grant line to the township line between townships 7 and 8 north; thence following said township line to the boundary line between Amador and Sacramento counties. The petitioners claimed that they were so far removed from their respective county seats that they did not share the benefits from the bulk of taxation that were enjoyed by those living nearer the centers of population.

.........The Sacramento correspondent of a San Francisco paper, writing of the prospect of the Legislature then in session removing the State Capital to that city, said: "Carry the imagination forward two centuries, and what a gorgeous picture fills the mind, of the Queen of the Pacific setting in majesty upon innumerable hills!" The UNION remarked that it feared the only kind of birds which her majesty would hatch from her "setting" of two hundred years would be innumerable sandhill cranes.

Wise, the noted aeronaut, was endeavoring to have California foot his expenses for a proposed transcontinental balloon voyage. He claimed that he could, with sufficient backing, prove that regular balloon trips could be made between the Atlantic and Pacific. Poor Wise! His subsequent fate was sad.

......Even in those days of wild extravagance the press was howling because the Legislature was carrying on its pay-rolls a half-dozen unnecessary attaches. But it remained for the last session of that body (1889) to cap the climax by carrying half a hundred of them.

.........Henry Edgerton, the then young Senator from Napa, was one of the few who took up very little time in speech-making. Like the prudent soldier, he knew how to reserve his ammunition for great emergencies.

.........Napa county was experiencing a great mining excitement, in consequence of discoveries of gold and silver on St. Helena mountain. Some of the ore yielded as high as $106 to the ton, but the mines never amounted to much.

.........The Marysville *Appeal* first made its appearance in January, 1860, with George W. Bloor & Co. as publishers and Harry R. Mighels as editor.

.........Andrew Black of this city was appointed State Printing Expert, by Governor Downey, on January 24, 1860.

........."Sunset" Cox was thirty years ago a member of Congress from Ohio, and an outspoken advocate of the Union.

.........On the 18th of January, 1860, John Bellmer was married to Maria Grady in this city.

BASEBALL GOSSIP.

Harper, the Stockton Pitcher, Will Play in Sacramento.

Manager Zeigler, of the Sacramento Baseball team, succeeded last evening in obtaining the signature of Harper, the ex-Stockton pitcher, to a contract to play ball in this city next season. Harper had offers from several Eastern clubs, but the local team out bid them and the popular young twirler decided to remain in California. Harper, as the enthusiasts know, is a clever pitcher, in addition to being a sober and gentlemanly young fellow. He and Zeigler will be formidable box-men next year. Borchers has been shelved, owing to the inability of the manager to keep him straight.

Mr. Zeigler says he only needs one more player—a left-fielder—to make his nine complete. He has been after Roberts, who filled that position so successfully for the Sacramentos last year, but that young man believes he is too "speedy" for a California club and wants to go East. Should no Eastern club desire his services, however, he might condescend to play again in Sacramento. But Manager Zeigler says that if he can get another capable left-fielder in the meantime, he will not bother Mr. Roberts.

A number of persons who are interested in the formation of the Northern California League will hold a meeting in Woodland on February 23d, when the ball towns will be selected and a schedule arranged. A change has been made in the circuit. Willows, failing to secure a team, has been dropped and Marysville substituted. As yet Colusa has not secured a team, and the chances are that that place will not be represented. Efforts are being made to have Auburn place a team in the League, and one also in Chico. If these places are secured they will form a good circuit, and a successful season is anticipated. Manager Devine, of the Lavensons, of this city, feels a little sore over the signing of his prize catcher, McHale, whom he says has signed a contract to give his services to the Lavensons for the season of 1890. Another catcher has been secured by Manager Devine, and his team will not be materially weakened by the loss of McHale.

SERIOUS CHARGE.

A Sacramentan Claims to Have Been Swindled Out of Property.

F. Mante is a Sacramento citizen who, like many others, was not quite satisfied with the speed with which riches were being showered upon him, and resolved to become wealthy at once. He had some property south of the R-street levee, which he agreed to deed away to one P. D. Gardemeyer, Manager of the College Park Land Association of Sutter county, for some alleged gilt-edged property within that Association's tract.

He alleges that in September last Gardemeyer, by fraudulent promises and pretenses, induced him to deed to the former the west half of lot 3, between Eighth and Ninth, R and S streets, in return for which Gardemeyer was to give him title, on November 1st, to three lots in the College Park addition to Sutter City.

In the meantime Mante was to be allowed to occupy the Sacramento property free of rent. Mante alleges that the Sacramento property is worth $1,200 and the Sutter property $900.

On Thursday last Mante swore out a complaint before Justice Henry, charging Gardemeyer with obtaining property by false pretenses. The warrant was given to Constable George Martin to serve, and he went to San Francisco and arrested Gardemeyer in that city yesterday afternoon.

Mante has retained E. C. Hart to prosecute the case.

PLACER LAND SUIT.

The Land Office Decides a Case Involving a Valuable Tract.

A decision has finally been rendered by the Register and Receiver of the Federal Land Office in this city in the case of Mary Dornan vs. Charles F. Vaughn, involving the title to some forty acres of valuable land in the vicinity of the town of Ophir, Placer county. The issue was as to the right of Mary Dornan to make a homestead entry to the tract, or whether Vaughn should be allowed the preferred right to file a pre-emption claim to the same.

The suit was instituted something over two years ago, and owing to the valuable character of the land in controversy has been stubbornly fought and contested at all points. The Land Office decided in favor of Vaughn. Messrs. J. E. Prewitt, of Auburn, represented the plaintiff, and J. M. Fulweiler, of Auburn, and C. F. Gardner, of this city, were counsel for Vaughn.

THE STONE RANCH.

A Sacramento Capitalist Has a Claim of Some $11,000 Against It.

James Bithell, of this city, has begun a suit, through his attorneys, Taylor & Holl, to foreclose a mortgage against Lucius Stone, the young San Francisco bankrupt, on what is known as the Stone ranch, in the southwestern portion of this county, on which the defendant borrowed the sum of $9,000 in August, 1887, at 10 per cent. interest per annum.

The interest for but one year has been paid, and plaintiff asks judgment for what remains due, including $1,000 attorneys' fees, the whole sum sued for amounting to $11,697 92.

Plaintiff also asks that a receiver be appointed. The London and San Francisco Bank, James A. Donohue, Eugene Kelly, J. A. Donohue, Jr., Howard Havens, John M. Flood and Fred Keema, who claim some interest in the property, are made co-defendants.

The Harris-Simmons Decision.

In mentioning yesterday the decision in the case of Wm. Harris vs. Dr. G. L. Simmons, involving the ownership of a few inches of ground, an error was made in stating that the strip claimed by Harris ran across the rear of the Simmons home property. Instead, however, it is a small lot adjoining the doctor's residence on the west, on which is a small cottage.

In this connection the fact is worthy of mention that the decision of Judge Van Fleet, referred to yesterday, is in line with one rendered by Judge Armstrong in 1888 in the case of O'Keefe vs. McCarthy, in that it declares that existing division fences, and not the surveys of City Engineer Bassett, must stand as the dividing lines.

Police Court Notes.

M. Herman was yesterday found guilty in the Police Court of discharging firearms within the city limits and malicious mischief. Sentence was deferred until Monday.

The charges of malicious mischief against "Sandy" Howser and Fred Walke were not proved.

Tom O'Brien was acquitted of a charge of battery.

Dan Carroll got forty days in the County Jail for being a common drunkard.

George Smith, who battered a boy in the Scroggs building, was sentenced to twenty days.

Frank Steake, against whom there was a charge of petit larceny, saved his bacon.

Senator Fair's "Caballo."

The complaint in a suit entitled James G. Fair vs. H. J. Palmer has been filed in the Superior Court. The instrument sets forth that Palmer illegally retains in his possession a horse known as "Sobrante," the property of plaintiff, of the value of $600. The ex-Senator wants either the horse or his value. Matt F. Johnson is Fair's attorney.

Died of Consumption.

The death was announced yesterday of John Francis Talbot, son of John Talbot, of this city, who died of consumption at the residence of his parents.

Deceased was a native of this city, aged 25 years. He was wide and popularly known, and was a prominent member of Sunset Parlor, Native Sons of the Golden West.

The Escaped Convict Recaptured.

Thomas Murray, the convict who escaped from the Folsom Prison by hiding outside, was caught near Auburn yesterday afternoon.

OUR RIVER DEFENSES.

HOW THEY CAN BE MADE EFFECTIVE AGAINST EMERGENCIES.

Views of Engineers Grunsky, Pierson and Bassett on the Subject—Some Timely Suggestions.

Some time since the Improvement Association requested engineers Grunsky, Pierson and Bassett to consult together on the subject of the city levees, regarding their present condition, and to determine and report to that body what, if anything, was required to be done to make them effective against any unusual rise in the rivers consequent upon the effects of the unprecedented rain and snowfall of the present season. These gentlemen have concluded the work assigned to them and united in the following interesting report, which will be submitted to the Improvement Association:

To the Executive Levee Committee of the Improvement Association—GENTLEMEN: Having been called upon by you to present a brief statement concerning your defenses against the high waters which are probable in the near future, and to suggest such precautionary measures as we think should at once be carried out, we do now report as follows:

We have no means of knowing how slowly or how fast the vast deposits of snow in the mountains to the north and east may be sent down upon us and we are constrained to admit the possibility of a greater flood-flow of water down the Sacramento valley than is known to have ever occurred in the past.

In view of the fact that the well-known great flood of 1862 extended in a broad sheet westward from near Brighton to Davisville, at an elevation of twenty-four feet six inches on the river rod, and that this occurred at a time when the outflow of water across the swamp lands to Suisun Bay was practically unimpeded by levees, it is evident that the same flood would now, since the islands have all been surrounded with levees, cause a greater rise of water in the basin to the west of the river than did actually take place in 1862. Moreover, the elevation of water (at a hight greater than that of 1862) may be maintained for many days, or even weeks, and it is this fact which in our judgment should not be lost sight of, and that enables us to name beyond the question of doubt the point at which the present levee system of this city is weakest.

It is well known to all Sacramento's citizens that disaster to our city would be greatest if a break in the north or American river levee should occur, for in that case the water would sweep with great force through the residence portion of the city, and no part of it, except the high graded streets, could escape flooding. Fortunately the danger from this direction is much less than it was a few years ago, when the American river was impinging directly against the very foundation of some portion of the north levee. The river has been changed to a channel lying further away from the levee and a swift flow of water along the levee is impeded by the cottonwood and willow brush intervening between levee and river.

This levee just north of the central portion of Sacramento is some five feet higher than the J-street grade, and it rises toward the east, being some 11 feet higher than this grade at Thirty-first street, and, continuing to rise, is fully 20 feet higher at Brighton than J street.

When the American river rises to above bank hights near its mouth, it discharges into the vast overflow basin on its north side, as well as into Sacramento river, and the hight of the water in this basin cannot exceed materially the hight of water in Sacramento river, and this again is limited by the hight of the river levees upon either side of the river. These levees must give way when the water in front of Sacramento stands 26 to 27 feet (on the river rod), and at this hight of water, as we know from a recent experience, there is nothing to fear on Front street. From the time that the Sacramento river above the American river is practically without levees, the water of the American basin will unite with the water of the Yolo basin, forming one vast expanse, bearing a surface area of hundreds of square miles, and this expanse of water must thereafter rise with the water in the Sacramento river.

Not until this has occurred will there be any greater danger to our defenses in front of and below the city than there was during the high water of last December. A break in the levee at any point within a few miles of Sacramento on this side of the river below town might at that time have caused water to rise to the hight of the lowest portion of the Y-street levee. Such a break is very likely to occur in the face of every effort that can be made to prevent the same, if the expected flood fills the basin west of the river to a hight greater than twenty-six feet on the river rod at Sacramento.

When the water has thus filled Yolo basin (as above held to be probable that it will under conditions of temperature and rainfall conducive to a rapid melting of the snow) then it is more than likely that this great elevation of the water surface will be maintained for days or even for weeks. It is herein that the greatest menace to the efficiency of our defenses against high water lies. For should a break occur below the city on our side then it would not, as did the Paine break, suddenly lower the water surface in the river, because the water could, under the circumstances, fall but slowly (because the fall would extend throughout the entire Yolo basin). As the top of the Y-street levee is much lower than the elevation at which it is highly probable that the water will stand for many days on the Yolo side of the river, nothing would then prevent the water from entering the city from the south unless a temporary embankment be raised on the Y-street levee.

Should a flood attain the elevation above indicated throughout the whole breadth of the Yolo basin we can rest assured that a further rise of water will be very slow, and ample time will be afforded to prevent a general overtopping of Front street. We do, however, advise that precautionary measures, such as raising those parts of Front street where the same is known to be but little higher than the recent flood waters, be at once taken.

Meanwhile, it goes without saying that during all the time when water in the Sacramento river is at or about the 25-foot mark on the river rod, the levee along the river bank, from R street south to Y street, should be carefully watched, and that throughout all stages of the American river a similar precaution should be taken with reference to the north levee, because, even though an overtopping of these embankments is not now to be feared, they may yet be endangered for any length of time while water is standing against them by the burrows of gophers, into which water may find its way when least expected, and which may cause the destruction of embankments, otherwise deemed perfectly safe.

Under the existing circumstances we do therefore recommend that Y street levee be at once raised to an elevation four feet greater than it now has, between the river and Twenty-first street, and that this be done with material secured from the owners of adjacent property. We do not deem it wise to disturb the present crown of the levee, and we fail to see any great advantage from a financial standpoint from taking material from one side of the levee and piling it up on the other. The material thus excavated must be replaced in the future, and even if replacing of material were guaranteed to the adjacent landowners, there should be no excess of cost in building up the Y-street levee in the manner by us recommended—and there certainly ought to be no objection by property-owners—particularly not by those on the city side of the levee, to furnishing the earth required.

Y street should also be raised one and one-half feet from Twenty-first to about Twenty-eighth street, in order that throughout its entire length its top be at an elevation corresponding to 24 feet on our river rod.

Front street should be raised at all low points between L and O streets, and a proper connection of any temporary work there done should be made with the higher portion of the railroad embankment just below O street.

We would also recommend that you effect a thorough organization to watch all levees during the time of high water, and that proper arrangements be made in advance to meet any unforeseen emergency that may arise.

We make these recommendations in the full knowledge of the fact that we are not competent to say that by carrying them out the city will be made absolutely safe from overflow, but that under the existing circumstances and conditions, the city's defenses against water will be made more nearly of equal strength in all directions than they now are, and that these recommendations should be carried out before other levee work of less importance is done, and before those conditions of temperature and rainfall have set in which would bring a greater flood down upon us than our standard of comparison, the flood of 1862.

In order to explain the relative elevations of the levees and grades in the city, we have compiled the following data:

High water in 1862, 24 feet ½ inch on river rod.

High water in 1881, 26 feet 6 inches on river rod.

High water in 1889, December, 26 feet 11½ inches on river rod.

Top of Y-street levee, Front to cemetery, 20 feet on river rod.

Top of Y street levee, cemetery to Twenty-first street, 20 feet on river rod.

Top of Y-street levee, Twenty-first to Twenty-eighth street, 22 feet 6 inches on river rod.

Top of river levee, Y to P street, 30 feet on river rod.

Top of Front street, O to L street, 27 feet to 29 feet on river rod.

Top of Front street, L to I street, 28 feet to 29 feet on river rod.

Top of Front street at I street, 29 feet on river rod.

K-street grade, 27 feet 5 inches on river rod.

J-street grade, 28 feet 5 inches on river rod.

I-street grade, 29 feet on river rod.

Sixth-street grade, 29 feet on river rod.

Railroad embankments around Machine Shops, 29 feet to 33 feet 6 inches on river rod.

North levee at Seventh street, 33 feet 6 inches on rod—5 feet above high water of 1881.

North levee at Thirteenth street, 35 feet on rod.

North levee at Thirty-first street, 39 feet 4 inches on rod—6 feet above high water of 1881.

North levee at railroad bridge, 41 feet on rod—7 feet above high water of 1881.

North levee at Brighton, 51 feet on rod—8 feet above high water of 1881.

City grade at Twelfth and H streets, 21 feet on river rod.

City grade at Twentieth and H streets, 19 feet 5 inches on river rod.

City grade at Twenty-eight and H streets, 21 feet on river rod.

City grade at Tenth and M streets, 19 feet on river rod.

City grade at Twentieth and M streets, 17 feet 5 inches on river rod.

City grade at Twenty-eighth and M, 23 feet 5 inches on river rod.

City grade at Third and O streets, 17 feet 5 inches on river rod.

City grade at Tenth and Q streets, 17 feet 5 inches on river rod.

City grade at Twentieth and Q streets, 19 feet on river rod.

City grade at Twenty-eighth and Q streets, 23 feet 5 inches on river rod.

Respectfully submitted,

C. E. GRUNSKY,
J. C. PIERSON,
L. F. BASSETT.

Sacramento, January 25, 1890.

HIS GENEROUS NATURE.

How Colonel Crocker Alleviated the Wants of Snowbound Travelers.

The RECORD-UNION staff correspondent on the Oregon Division states that, from personal conversations with J. R. Satterley of St. Louis, and others, who were on the snowbound train at Sims with Colonel Crocker, he learned that all were loud in their praises of Colonel Crocker's kindness and solicitude for his fellow-travelers. The travelers state that he divided the contents of his buffet, even to the cigars, with all hands, and took "pot-luck" with the rest, when there was nothing left but crackers. He sent an order to Sims to have bread baked, and when word came back of a refusal to do so, he quickly found means to enforce his demands.

An instance of his kindness of heart is related by Mr. Satterley. The brakeman, who had been injured some time before, was not very robust, and was taken sick. Colonel Crocker ordered him brought into his own car, where he was placed in a comfortable bed. A kind-hearted lady, who was traveling with her husband, volunteered to look after the sick man, and the Colonel gave up his own bed to the lady and her husband, in order that the brakeman might have good care.

It was suggested that the engine be cut loose and endeavor to work its way back to Redding with the Colonel, but he would not hear of it, his answer being that the ill-luck had befallen them together, and he would stay with them until all got out together. And, when they were finally released and got to Redding, he gave orders at the hotel (which is a first-class one, by the way), to give the very best of everything to all hands and to charge the expense to the company.

These acts are remembered very gratefully by the passengers, and they are not mealy-mouthed about giving credit where it is due. The entire party got along like one family, working in harmony, and cheerfully dividing the eatables with each other; and one passenger was good-natured enough to buy two cans of oysters (all he could get) for $3, and make soup for the crowd. The passengers were also loud in praise of Conductor Jack Anstey. He was everywhere—hauling wood, water, provisions, etc., and putting in his spare time in looking after the comfort of all.

The blockade is a God-send to some of the passengers at Redding. Your correspondent learned that a family of nine or ten persons are living in the cars at the depot, and in better style probably than they have ever before lived. They are in no hurry to have the blockade raised.

SUPPOSED FATAL FALL.

William Desmond Meets With a Sad and Terrible Accident.

When the janitor of Armory Hall opened that place yesterday morning he found young William Desmond lying on the floor directly under the gallery and unconscious. There was a pool of blood under him, while a small stream flowed from his mouth, showing that he had evidently met with a terrible fall. On a bench in the gallery was found the young man's hat, indicating that he had fallen from there, a distance of perhaps fifteen feet. A hack was called and the sufferer taken to the home of his stepfather, Bernard Kane, at Fourth and N streets.

The young man had been in attendance at the Caledonian ball on the preceding night, and the supposition is that he went to the gallery and lay down on one of the benches and there fell asleep; that toward morning, after the lights had all been extinguished and the place deserted, he rose and in the dark fell over the low railing of the balcony to the floor.

He remained unconscious all day, and was in that condition at last accounts last night. The probability is that he suffered concussion of the brain, and no hope was entertained of his recovery. Mr. Desmond has been a faithful, industrious mechanic in the railroad shops, and is a young man greatly esteemed by a large circle of friends.

THE RIVERS.

The American Booms for a While and Then Lets Down.

Reports were received here yesterday from Folsom and other points above on the American river, to the effect that the river was rising rapidly. Mayor Gregory and Trustee McLaughlin issued an order during the morning calling for men to work on the Y-street levee. A large force of laborers responded and were placed at work in the afternoon.

The American river rose rapidly at this city last evening, but not to a serious hight.

The Sacramento river at midnight registered 21 feet 10 inches—a rise of but 4 inches since noon—and it was nearly stationary.

Reports from the North were to the effect that the Yuba and Feather rivers were falling, and a dispatch from Folsom last night announced that the American had spent itself and was then falling.

ENGINEER COX.

His Remains Brought to this City for Burial.

The body of Charles Cox, the unfortunate engineer who was killed in the accident near Davisville, Friday night, was brought to this city last evening, and delivered to the bereaved relatives. A Coroner's Jury was impaneled at Davisville, before the body was removed, and the inquest will be held to-day.

The deceased was one of the most popular engineers on the road as well as one of the most reliable and intelligent. He was born in Yuba county, and was 26 years of age. He was married only a year ago.

Some time ago a brother of Engineer Cox, who was also a locomotive engineer, was scalded to death in an accident.

AMUSEMENTS.

A better house at the Metropolitan Theater last night witnessed Vernona Jarbeau's musical farce comedy "Strictly Confidential." The audience was well pleased with the entertainment, which consists of a host of songs, dances and witticisms held together by a mere spider line thread of plot. The theater was well warmed and thoroughly comfortable. It is the intention of the owner of the building, Mrs. Foye, to extend the chimney on the east side, to secure still better draught for the furnaces in case cold weather requires greater heat to be generated.

BRIEF NOTES.

On Friday afternoon William Meister was drowned in the American river near Salmon Falls.

Ticket No. 1 won the single-footer saddle-horse raffled last night by John Connell. The winning throw of the dice was 44.

If the Government has control of all navigable waters, there is danger of Uncle Sam stepping in and claiming some of our so called streets.

It is said that local street car drivers are now required to study navigation, and that anchors are about to be substituted for brakes on the cars.

An officer will this morning take to San Francisco Rose Martinez, the 13 year-old girl who was ordered committed to the care of the Boys' and Girls' Aid Society.

Exempt Firemen's Election.

The annual election for officers of the Exempt Firemen's Association was held yesterday, and resulted as follows: Hiram Cook, President; J. B. Rogers, First Vice-President; Aaron Nathan, Second Vice-President; George A. Putnam, Treasurer; William Avery, Secretary, Patrick Nash, A. Brewer, Frank Swift, M. Fetherston, J. H. Crone, Charles Barnes and A. Gonnet, Trustees.

Remorseless Death.

Last night Mary, the two-year-old child of Edward and Margaret McEwen, who reside on N street, near Fifth, died of diphtheria. The little sufferer was a sweet and lovable child, and her death is a severe blow to her parents, who have the sympathy of a large circle of friends.

Sunset Parlor.

Owing to the death of Frank Talbot, the party which was announced to be given to-morrow evening by Sunset Parlor, N. S. G. W., of which the deceased was a prominent member, has been postponed until further notice.

How much sooner it gets too dark to saw wood than it does to play lawn tennis.

WASHOUTS.

THE RAILROAD HAS SOME MORE BAD LUCK.

The Trouble at Davisville—Big Slide Near Placerville and Another at Port Costa.

The railroad is indeed in hard luck just at present. No sooner did the prospects for breaking the snow-blockade on the Sierras begin to look encouraging than washouts and land-slides were reported on nearly all of the other divisions.

The first of these was the one mentioned yesterday, as having occurred this side of Davisville. This consisted of a wash-out of the track for a distance of about 80 feet. This was caused by the sudden rise of Cache creek, and the track was washed out to a depth of from seven to twelve feet. The work-train went to the scene early yesterday morning, and the break was rapidly filled in with cobbles and earth and the track relayed. This is the break into which Engineer Cox's train ran on Friday night, killing him and badly injuring fireman Neal.

Putah creek, which is west of Davisville, also rose on Friday night, and the result was another washout one mile and a half west of Davisville. Sixty feet of track were washed away. The strong current washed out the roadbed to a depth of seven or eight feet. It was decided not to fill this break in, as it would only be in danger of another washout, so a piledriver and outfit was sent up from Oakland yesterday, and work was immediately commenced on a temporary bridge, so that the water might pass on through unobstructed. The bridge will probably be ready for trains to-night.

The Davisville breaks ordinarily would not have impeded travel between Sacramento and San Francisco, as there are two other routes available—one by way of Martinez and another via Niles. But, to the extreme annoyance of the railroad people, both of these routes also suffered as well as the Davisville route. A washout first occurred on the Martinez route, near Port Costa, and immediately after this a land slide near Altamont closed the Niles route.

Thus, the only way to get to San Francisco yesterday was by way of "the river steamers or by balloon," as one of the train dispatchers put it.

But even here the trouble did not end. Reports from the Napa branch came, to the effect that that line had suffered from several washouts between Napa Junction and Calistoga. No trains could pass over that road Friday night or yesterday morning. A large force of men were set to work there, however, and by last night everything was clear, and last night's Calistoga train went through on time.

The next trouble reported was from the Santa Rosa Division. The draw-bridge which crosses the Napa river, between Napa Junction and Merazo, began to shake under the enormous pressure of the swollen river, and trains did not dare cross it. After considerable work the bridge was strengthened sufficiently to allow the trains to cross safely.

On the northern road—from Davisville to Germantown—several more washouts were reported, and no trains passed over that road yesterday. To-day's Red Bluff train will in all probability be sent down by way of Willows to Davisville, and from there the passengers will be transferred over the Davisville washout to a train on this side, and in this way they will reach this city.

The Placerville division, which has heretofore been very fortunate in escaping accidents, also came in for its share of yesterday's troubles. A big land-slide occurred about half a mile west of Placerville, covering up about 250 feet of track, and rendering it impassable. Owing to the great amount of earth which came down in this slide, and the prospect that more would follow should an attempt be made to shovel it out, it was deemed advisable to build a new track around the slide rather than attempt to clear it, and a large force of track-layers were immediately set to work. The passengers were transferred to the other side of the slide, and thus lost but little time. The regular Placerville freight train was cancelled yesterday. It is thought that the new track will be ready for trains to-morrow.

A dispatch received last night from Lathrop says: There have been no trains from San Francisco to-day. The slides near Port Costa prevent all trains from passing, and the washouts near Altamont have not as yet been cleared. They are transferring at this point train No. 18, from the south, and also one of the trains that had been blocked in the snow on the Central Pacific for the last ten days, which started for San Francisco via Martinez this morning. It had to return to Sacramento from Cornwall. They will leave by boat at 8 o'clock for San Francisco if the road is not cleared before that time.

Train No. 20, from the south, this evening also went to Sacramento, to go down by the boat in the morning if necessary. The Southern Pacific people are doing everything in their power for the comfort of the passengers. The levee along the San Joaquin river is all right so far, but it has been raining for the last twenty-four hours and no telling what may turn up.

RAIN AND TEMPERATURE.

Signal Service Records Show Some Interesting Facts.

The rainfall from Friday night at 5 P. M. to the time it stopped yesterday morning amounted to 1.34 inches, for the month 6.46 inches, and for the season 23 45 inches, as against 9.61 inches to an equal date last year.

The present season has now been beaten but by two seasons, to the same date, in the past forty years. Those were 1861–2 and 1885–6, when something over 25 inches were precipitated.

The highest and lowest temperatures yesterday were 50° and 45°, with rapid rising barometer, southerly winds and cloudy weather, with a little sunshine and blue sky during the evening a short time before sunset.

The barometer at 5 A. M. was 29 74 inches, and at 5 P. M. 29 93 inches, showing quite a rise during that time.

The rainfall for the six hours ending at 5 A. M. yesterday was quite heavy in Central and Northern California, if we can judge by the way it fell at the following Signal Service stations, viz: San Francisco, 2.08 inches; Sacramento, 1.40 inches, and Red Bluff, 1 60 inches.

The temperatures at 5 A. M. and 5 P. M. yesterday were 46° and 48°, and the dew-point 45° and 44°.

The highest and lowest temperatures one year ago yesterday were 60° and 34°, and one year ago to-day 61° and 34°. The warm wave that is now over the Pacific coast extended yesterday as far east as the Missouri river, while at Denver the temperature at 6 A. M. was warmer than it had been at any time yesterday in this city.

THE BLACK REPUBLIC.

Hayti a Good Customer of Ours—Its Regeneration Desired.

[From the Iron Age.]

Hayti occupies the western third of the Island of Santo Domingo, its area being 28,900 square kilometers, with a population of 1,000,000 souls. It is often called the Black Republic, three-quarters of the population being negroes and one-quarter mulattoes. The agricultural resources of the country notably are great and manifold, and the cabinet and dye woods exported are of exceptionally good quality. Coffee is the chief export article. Since the rise of this staple a couple of years ago, which is still sustained, the many small farmers have flourished, and as a consumer of American flour, provisions, and the less luxurious commodities, Hayti became a very important customer of ours, taking nearly $4,000,000 of our goods last year and the year before. The total imports were $6,000,000 per annum, and the exports $9,000,000.

When the civil war broke out early in August last year the public indebtedness of Hayti had been reduced to $13,500,000 and the finances were in good shape, but the ruinous strife between two rival Generals, Legitime and Hippolyte, which lasted over a year, changed all this. Legitime caused $2,000,000 paper money that had been withdrawn to be destroyed, to be put in circulation again, and to this he added $2,000,000 of new issue, besides incurring a bonded debt of $1,200,000. The war was a costly affair, involving an expenditure of over $5,000,000, while interrupting agriculture and commerce, and causing outstandings to be collected with difficulty. Fortunately it was brought to a close just prior to the gathering of the new coffee crop, and with the high value the latter still commands, plenty of money will flow into the country from now forward, and enable dealers and consumers to replenish the stocks of imported goods cash in hand. Confidence being restored, credit will once more be given to a moderate extent to well-known dealers. The probability is, therefore, that a brisk and profitable trade will be done with Hayti in the future from New York, Boston and other ports on this coast.

General Hippolyte entered the capital, Port-au-Prince, at the head of his victorious army of 8,000 men, on August 24th, and convoked the Constitutional Assembly for September 24th. The latter remodeled the Constitution, reducing the Presidential term from seven years to four years, and thereupon elected Hippolyte to the Presidency of the Republic on October 17th by a unanimous vote. While the struggle was going on General Hippolyte had been receiving material financial aid at the hands of certain capitalists and merchants here, in return for which he has granted, it is asserted, certain important rights and privileges to an American syndicate, of which the said firms are members. This syndicate proposes to furnish $13,000,000, and the new Government of Hayti agrees to concede to it exclusively all rights pertaining to the construction of railways, telegraphs, mining, building or bridges, establishment of banks and institutions of credit.

With the exception of a good national bank, Hayti has no institutions of this character, no railways and no industries of any consequence. The field is excellent in view of the magnificent resources of the country and its fine geographical situation. With better means of inland communication, coffee production may be increased and more mahogany and logwood extracted from the large forest area. Hence the field for American capital and enterprise is inviting, nor is it likely that these interests would be endangered very seriously at any time, the case of the steamer Haytian Republic having inspired the people down there with a due appreciation of the energy of our Government should anything occur demanding the naval intervention of the latter. It is to be hoped that the regeneration of a country where our commercial interests preponderate even now may be vigorously taken in hand in the manner indicated, and that those willing to risk their money down there may eventually be amply rewarded.

DIPLOMATIC AGENTS.

How the Representatives of Foreign Countries are Received.

[Edmund Alton in St. Nicholas.]

Under rules formally agreed upon by the powers of Europe, at the International Congress of Vienna and Aix la Chapelle (held in the early part of the present century), and adopted by the Government of the United States, diplomatic agents are divided into four classes: (1) Embassadors, legates or nuncios; (2) envoys, ministers or other persons accredited to sovereigns; (3) ministers resident, and (4) charges d'affaires accredited to Ministers for Foreign Affairs. Embassadors, legatees and nuncios possess what is styled the "representative" character. They are supposed to represent the person of the prince by whom they are sent, and as such to be entitled to hold direct personal audience with the sovereign to whom they are accredited. Our Government neither sends nor receives diplomats of this grade. Legates and nuncios represent the Pope, with whom we have no political relations, and who, therefore, has no agent at Washington; and as we have not seen fit to attach the title of Embassador to any of the representatives sent out by us, we have been honored with no Embassadors from other States. In point of fact, this representative distinction is of little practical value so far as it confers the privilege of direct approach to the throne, for diplomatic business is transacted nowadays through the Foreign Office of every leading Government, and not through personal audiences with the sovereign head. Still, it humors the vanity of a diplomat to be called Embassador; the title gives him precedence on ceremonial occasions, and at some Capitals it gives him precedence in securing audience with the Minister for Foreign Affairs.

The United States, in its treatment of the Diplomatic Corps at Washington, disregards the queston of title in matters of business. The Ministers take rank in the diplomatic body according to the order in which they arrive at the seat of government and present their credentials, and as to interviews with the Secretary of State they are admitted to the audience-room in the order in which they reach the Department and present their cards on "Diplomatic Day." A similar rule as to audiences is recognized at St. Petersburg, Berlin, and elsewhere, but the fact that it is not universally observed places our representatives occasionally at a disadvantage. In some countries a Minister of the United States may wait for hours in the ante-room of the Foreign Office to gain an interview on some State matter of the liveliest importance; and at the very last moment, when those outranking him in title have come and gone and he is about to take his turn, the representative of some insignificant Asiatic power, who has just arrived with no other object perhaps than to exchange a few idle words with the Minister for Foreign Affairs, goes in ahead, simply because he is styled "Embassador," and the representative of the great American Republic may have the door of the audience-room closed in his face for the day. This consideration has been the strong plea of those who urge that our diplomatic representatives to the great Powers should be given loftier titles, to put them on a business equality with other legations at the same courts.

DR. TALMAGE'S MOTHER.

The Famous Preacher's Pen Portrait of Her Death.

I never write or speak to woman but my mind wanders off to one model—the aged one who, twenty-four years ago, we put away for the resurrection.

About eighty years ago, and just before their marriage day, my father and mother stood up in the old meeting-house at Somerville, New Jersey, and took upon them the vows of a Christian. Through a long life of vicissitude my mother lived harmlessly and usefully, and came to her end in peace. No child of want ever came to her door and was turned empty away. No one in sorrow came to her but was comforted. No one asked her the way to be saved but she pointed him to the cross. When the angel of life came to a neighbor's dwelling she was there to rejoice at the starting of another immortal spirit. When the angel of death came to that dwelling she was there to robe the departed for the burial.

We had often heard her, when leading family prayers in the absence of my father, say: "O Lord, I ask not for my children wealth or honor, but I do ask that they may all be the subjects of Thy comforting grace!" Her eleven children brought into the kingdom of God, she had but one more wish, and that was that she might see her long-absent missionary son; and when the ship from China anchored in New York harbor, and the long-absent one passed over the threshold of his paternal home, she said: "Now, Lord, lettest Thou Thy servant depart in peace, for my eyes have seen Thy salvation."

The prayer was soon answered.

It was an autumnal day when we gathered from afar, and found only the house from which the soul had fled forever. She looked very natural, the hands very much as when they were employed in kindness for the children. Whatever else we forget we never forget the look of mother's hands. As we stood by the casket we could not help but say, "Doesn't she look beautiful?" It was a cloudless day when, with heavy hearts, we carried her out to the last resting place. The withered leaves crumbled under hoof and wheel as we passed, and the sun shone on the Raritan river until it looked like fire; but more calm and beautiful and radiant was the setting sun of that aged pilgrim's life. No more toil, no more tears, no more sickness, no more death. Dear mother! Beautiful mother!

"Sweet is the slumber beneath the sod,
While the pure spirit rests with God."

With such a mother as an example, is it strange that I should always have cherished the most exalted estimate of woman and womankind?—*T. DeWitt Talmage in Ladies' Home Journal.*

STREET FOUNDATIONS.

DR. F. M. SHIELDS GIVES THE SUBJECT SOME THOUGHT.

Coal-Tar as a Possible Substitute for Cement—Its Durable Qualities Fully Demonstrated.

EDS. RECORD-UNION: Have the kindness to score a point in street grading. Allow me to fortify myself, however, so far as to say that there is room for further proof on the point referred to. The question of foundations, as the word implies, is at the bottom of all street improvement, as well as for buildings and all others. The Gas Company here made a pavement about their works which, as I am informed, was a failure. But a similar one made at their old works was a success.

I asked Mr. Boylan, the oldest workman in the employ of the company, why the work was a failure at the new gas works. He said that the coal-tar did not stiffen or set. I asked him the cause of this, and he said that sand or ashes or lime should have been added to insure this (to dry it). Some of these materials had been added at the old works, and very excellent results had been obtained. I learned from him that coal-tar will cement a foundation better (stronger) than hydraulic cement. And from many others I so far gather that hydraulic cement is more valuable for its hardness than for binding together the rocks or boulders of masonry. One man—a practical workman—stated in a conversation at the public meeting at N and Fifteenth, last Saturday night, that hydraulic cement had very little strength (was brittle).

I have to this date been in favor of hydraulic cement for stone foundations, especially because of its indestructibility; but Mr. Boylan informs me that coal tar is unaffected by water and by seclusion in the ground. This confirms the view of Colonel Kellogg, who says that the redwood boards placed under our Nicholson pavement, saturated with coal tar, comes out of its trial as sound as a dollar; and that Mr. Burns, who lives out of the city, has 2,000 feet of these same boards to day as fencing, and they are as sound as they were fifteen years ago, and, except they are black, are in prime condition.

To this testimony of the durability of tar seems to be added the report of Engineer Green of Washington, D. C., on concrete foundations or pavements, artificial, or more specifically, concrete pavements. He says: "The so-called concrete pavements are, as a general rule, in a fair state of preservation. They are generally laid on a base of broken stone, from four to six inches thick, covered with a layer of binders about one inch thick, composed of gravel pebbles and a cement of coal tar."

This report refers to some of these roads being in good repair after five years' use, and of others that were of inferior quality. But I am not speaking now of roads, but of foundations. Let us get something settled, and then rear upon this our road of asphalt or gravel, as taste and prudence shall dictate. If it shall be decided that coal tar is a cement worthy of adoption, it will be seen that we have a competitor with hydraulic cement, which will cheapen the latter and reduce the cost.

But what are the reasons for such interest in foundations? Is it not probable that gravel will be used generally on our streets any way? I answer that may be, but that gravel will surely settle in our streets is the opinion of many. It will settle because the foundation is of slickens, or debris. The streets are already graded of this material. If sand should be decided to be preferable, we must again grade with sand, and then the water will go through the sand down to the less stable material.

If a substantial foundation shall once be made, it will always be there, ready for any wearing surface to be built upon, and to bear up any repairs that shall ever be made in the future. On firm foundation even gravel can be repaired when it fails. If it adds to the cost in the first place this is no objection, if the cost is not too great. If you have a strong foundation the wearing surface may be thinner, and when the cost of both are computed the difference may be too small to be worth consideration.

How do we know that the cost will be too great till we have investigated it?

How do you know whether a foundation of say three inches of gravel cemented with coal tar and overlaid with six inches of gravel will not be as cheap as twelve inches of gravel, with no foundation but debris?

This can not be answered until the cost of the foundation is first ascertained. No one can imagine the pleasure inspired by the experience of a drive even over a gravel road, knowing that it has a foundation that is firm enough to last well and that now we shall only have to repair the surface. If the difference is only small you can trust even the least progressive Sacramentan to chose this for his street.

Colonel Kellogg has said that redwood boards saturated with coal tar would last forty years. If our [illegible] would make the effort these could be [illegible] for $10 per 1,000 feet, and 1,120 feet would cover a street in front of a lot 40 by 60 feet. The cost or labor of dipping them in the coal tar would have to be added, and then the gravel, and you have a good street for more than an average life time. But it may be we can even do better.

Right here allow me to apologize for giving names to the public. The latter do not, some of them, attend the public meetings. Some one may wish to get further information, and you all know where to find it if the names are given. Colonel Kellogg says that coal tar will penetrate, when hot, nearly through an inch redwood board. I do not advocate this for a foundation, but give it for what it is worth, and to show that we have a choice among many kinds of foundations. This was tried under the Nicholson pavement, and when the Nicholson failed this was found good, and is even good to-day, and doing service on Mr. Burns' fence.

The cost of coal tar here is $4 a barrel, and this would be too high as a cement for gravel, but its value East is merely nominal—I am informed it is less than $1 a barrel. It is high here because it is worth the above sum for fuel when it is made.

F. M. SHIELDS.

SOCIAL AND PERSONAL.

H. H. Richmond, of the Placer *Argus*, was in the city yesterday.

John Butler, Sheriff of Placer county, returned to Auburn yesterday.

State Printer J. D. Young has been ill for the past five days.

Ex-State Treasurer January is in the city.

The Coming Man.

I imagine that when we look back from our home in the unseen universe, ages hence, we shall see, without much doubt, a race of men differing from those of to-day much as the man of to-day differs from his simious, perhaps simian, ancestors. The brain will be developed to meet the more complex and serious taxation of a more complex and trying civilization; the vital powers will be intensified; the man, reducing the powers of nature still more completely to his service, will depend less on the exertions of his muscles, and they will be correspondingly and comparatively less powerful, though they will probably, nevertheless, I imagine, continue to grow somewhat in size, as they questionably have grown since the middle ages; the lungs must supply aeration to a larger and more rapidly circulated volume of blood richer in the phosphatic elements especially needed for the building-up of brain and nerve; the digestion must supply its nutriment in similarly increased amount and altered character and composition; the whole system must be capable of more rapid, more thorough, and more manageable conversion of the energies of the natural forces of the intellect and the soul which inhabits it.—*North American Review.*

Three Years at Folsom.

Deputy Sheriff Kenney, of Los Angeles, arrived last evening en route to Folsom with Lorenzo Palmas, sentenced to three year for burglary.

Captain George L. Nickerson, one of the oldest and best-known citizens of Cohasset, Mass., died December 28th, aged 91. He was born at Princetown, and spent the most of his life as a whaler.

Strange that so experienced a whist-player as the ballet girl always leads from her short suit.

Yonkers has a musical prodigy. He is twelve years old and hates the sound of a tin horn.

SAN FRANCISCO STOCK SALES.

SAN FRANCISCO, January 25, 1890.

MORNING SESSION.

Ophir	3 60	Julia	25@30c
Mexican	2 60	Caledonia	10@15c
G. & C.	1 40	S. Hill	30c
B. & B.	2 45	Challenge	1 25
C. C. Va.	2 70	Occidental	65c
Savage	1 50	Andes	50c
Chollar	2 35	Scorpion	30c
Potosi	1 65	Benton	4
H & N.	2 80	New York	30@35c
Point	1 50	East S. Nev	5@10c
Jacket	1 95	Eureka	3 50
Imperial	25c	Prize	50c
Alpha	95c@1	Navajo	35c
Belcher	1 80@1 75	Belle Isle	25c
Confidence	3 50	N. Belle Isle	1
S. Nev	1 90	Queen	85c
Utah	70c	N. Com'wealth	85c
Bullion	50c	Bodie	50c
Exchequer	50c	Mono	35c
Seg. Belcher	1 05	Peer	15c
Overman	65c	Peerless	25c
Union	2 25	Weldon	10c
Alta	1 30		

DIED.

Sacramento, January 25—J. Frank, son of John and the late Bridget Talbot, a native of California, 24 years, 2 months and 5 days.

[Owing to sickness in the family, the funeral will be private.]

Sacramento, January 24—Mrs. E. C. Sweetser, a native of Maine, 65 years. (Mother of Mrs. M. J. Curtis.)

[Friends and acquaintances are respectfully invited to attend the funeral from the residence of her son-in-law, M. J. Curtis, No. 1616 Tenth street, Monday morning, January 27th, at 10 o'clock. Interment private.] *

Sacramento, January 25—Mary, only daughter of Edward and Margaret McEwen, a native of California, 2 years, 4 months and 9 days.

[Funeral private.] *

Sacramento, January 25—Crispine Arraannas, a native of Accupuco, Mexico, 55 years.

[Funeral notice hereafter.]

Near Davisville, January 24—Charles W. Cox, a native of Yuba county, California, 26 years, 11 months and 2 days.

[Funeral notice hereafter.] *

Y. M. I., No. 27—Meeting Sunday Evening is postponed until further notice.
E. H. KRAUS, President.
T. F. CAROLAN, Secretary. 1t

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. j5-tfSu

LOST OR STOLEN FROM EIGHTEENTH and O streets, a Chestnut horse; weighs about 1,000 pounds; newly shod. Any person returning the same to Union Brewery, Twentieth and O sts., will be suitably rewarded. ja26-tf

INFORMATION WANTED.—RALPH I. MURPHY left his home on the Cosumnes river to go to the Postoffice. He was last seen on the train going to Sacramento. He wore a dark slouch hat, long dark overcoat, rubber boots and blue overalls. Aged 20 years, light complexion, medium build. Any information in regard to his whereabouts will be thankfully received by his father. P. H. MURPHY.
Perkins, Sacramento county, Cal. ja24-tf

POSTPONEMENT.

ON ACCOUNT OF THE DEATH OF OUR Brother, J. FRANK TALBOT, the anniversary party of Sunset Parlor, No. 26, N. S. G. W., which was announced to be held at Turner Hall Monday evening, January 27, 1890, has been postponed until further notice.
W. W. GREER, P. B. JOHNSON, LOUIS BREUNER, Committee.
ja25-1tSu&d1t

NOTICE.

HAVING PURCHASED FROM MESSRS. KILGORE & CO. their interests in the grocery business, and reopened their old stand at northwest corner of Tenth and K with a full stock of choice groceries, we respectfully request their old patrons to call and get prices before buying elsewhere. Respectfully,
ja26-1tSu&d6t T. H. COOK & CO.

NOTICE.

WE HAVE DISPOSED OF OUR INTEREST in the grocery business to T. H. COOK & CO., who will continue the same at our old stand, northwest corner Tenth and K streets. We thank our patrons for past favors, and respectfully request a continuance of the same with our successors. KILGORE & CO.
ja26-1tSu&d6t

H. A. PETRALLI,

DEALER IN STOVES, METALS AND TINware, 716 K Street. Plumbing, Gasfitting and Roofing. Jobbing a specialty. j12-1m Su

ESTABLISHED IN 1860.

Edwin K. Alsip & Co.,

THE OLDEST AND LEADING REAL ESTATE AGENCY IN CENTRAL CALIFORNIA,

No. 1015 Fourth Street, Sacramento, Cal.

HOUSES RENTED, RENTS COLLECTED, money to loan. The only agency in California issuing a Monthly Catalogue of Lands. n10-tf

WESTERN * HOTEL,

209 to 219 K Street, Sacramento.

THE NEAREST TO THE DEPOT.

The Leading Business and Family House.

BOARD AND ROOM, $1, $1 25, $1 50, $2 per day.

MEALS, 25 CENTS.

Free 'Bus to and from the Hotel.

n17-tf WM. LAND, Proprietor.

INTERNATIONAL HOTEL,

K STEET, BETWEEN THIRD AND FOURTH, Sacramento, is conducted on the European plan, where you can get meals at all hours for 15 cents and upward. Good furnished rooms by the day, week or month at reasonable prices.
n7 tfSu W. A. CASWELL, Proprietor.

DON'T FAIL TO NOTICE!

JOHN F. COOPER HAS BOUGHT THE bankrupt stock of SHEET MUSIC, MUSIC BOOKS, FIXTURES, etc., of R. DALE & CO., which, when added to his own very large and fine stock of music, he will be able to fill all orders for music on the shortest notice. He is also sole agent for the solid iron-frame MATHUSHEK UPRIGHT PIANOS. Address JOHN F. COOPER, Sacramento, Cal. n17-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 [j12-Su] Sacramento

FAMILY GROCERIES,

WHOLESALE AND RETAIL PROVISIONS, Flour, Hay and Grain, Wines, Liquors, Cigars and Tobacco.

FRED. SCHNEIDER,

N. E. cor. Fourth and N sts., Sacramento. tf-Su

The Celebrated Walter CANDIES and ICE CREAM,

OSCAR S. FLINT, 824 J STREET, SACRAMENTO. Wholesale Ice Cream orders a specialty. d27 tfSu

PACIFIC OPTICAL INSTITUTE,

D. M. BISHOPP, Proprietor,

Has Removed to...[j12-tf Su]...806 J Street.

DENTAL SURGERY.

FRED. H. METCALF, D. D. S.,

SOUTHWEST CORNER OF EIGHTH AND J streets, Sacramento. ja5-1ySu

JAS. SEADLER,

Architect and Superintendent of Construction,

No. 918 Fifth street, between I and J, Sacramento. ja26-Sutf

Conservatory,

HOUSE AND LAWN FLOWERING PLANTS and trees in large quantities and of finest varieties, at low prices. Call and examine our green-house, 813 Second street, near the depot.
j5-Su REED & VAN GELDER.

Clauss & Kraus,

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

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