

TO-DAY!

AND THIS WEEK, IN OUR WINTER CLEARING SALE.

GETTING DOWN TO FINE WORK! EVERY ARTICLE COUNTS TO THE CUSTOMER A BIG SAVING, AND A HEAVY LOSS TO THE HOUSE, BUT NEVERTHESS THEY WILL BRING AS MUCH THIS SEASON AS THEY WILL NEXT.

The lines spoken of TO-DAY are of large quantities, and no doubt but what can go the rounds. It is the first time and first cut in them. The inducements THIS WEEK are greater than ever before.

- 100 DOZEN Ladies' four-ply pure Linen Cape (standing) COLLARS, in plain, embroidered and hemstitched edges. Sold regularly for 20 and 25 cents; we close the lot at 10 cents each. NO LIMIT.

WANTED—A GOOD BAKER, WITH SMALL CAPITAL, to purchase one of the most desirable premises in Northern California, for the purpose of conducting a bakery and confectionery business. Address Eureka Manufacturing Co., 405 E. Front St., Eureka, Cal.

WANTED—EXPERT SOLICITOR, EITHER a lady or gentleman, well acquainted with general law, and especially with the law of real estate, to act as counsel for a party. Address Eureka Manufacturing Co., 405 E. Front St., Eureka, Cal.

WANTED—PARTIES TO BORROW MONEY on their city and country property. Plenty of money to loan. Address MONEY LOAN, P. O. BOX 98, Sacramento.

WANTED—WOOD CHOPPERS, FARM hands and girls for general housework, and for the purpose of clearing up the land. Apply at EMPLOYMENT OFFICE, Fourth and K streets. Telephone 22.

FOR SALE—A NICELY-FURNISHED HOUSE, or flat, centrally located, for small family, suitable for housekeeping. Address P. O. Box 100, Sacramento.

FOR SALE—A TWO-STORY AND BASEMENT corner brick store, a choice situation for a retail business, or for a large family. Address CARLTON, 100 E. Front St., Sacramento.

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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.

Y. L. I., No. 17.—Regular meeting this (Monday) evening at 7:30 o'clock. Address: J. H. REGAN, President. MARY A. NAGLE, Secretary.

Y. M. I., No. 27.—Regular meeting this (Monday) evening at 8 o'clock. Address: T. F. CAROLAN, Secretary.

Officers and members of Sacramento Lodge, No. 11, Knights of Pythias.—Regular meeting THIS (Monday) EVENING, February 10th, at Castle Hall, corner Ninth and I streets. Transaction of very important business. Full attendance is requested. VISITING BRETHREN always welcome. Address: Wm. Hale, K. of R. and Secy.

Regular meeting of Court Capitol of California, No. 672, A. O. F. of A. THIS (Monday) EVENING, at 7:30 o'clock. Address: J. J. VANCE, C. R. G. C. CAMPBELL, Secy.

The Little Wonder White Labor Factory, Sixth street, between J and K, manufacturer of all kinds of Mechanic's Clothing, etc. deriver.

A STEADY JAPANESE WANTS TO DO plain cooking, housework or water in city or country. Address: P. O. Box 100, Sacramento.

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TO LET—ONE LARGE FRONT ROOM, ALSO two rooms, for light business. Address: 414 E. Front St., Fourth and Fifth. Mrs. C. A. D. GRAY, 1139 F Street.

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CALIFORNIA AND COAST.

Detailed Reports of the Losses Occasioned by Oregon Floods.

SALT LAKE POLITICS RED-HOT.

An Earthquake Early Sunday Morning in the Southern Portion of the State.

(SPECIAL DISPATCHES TO THE RECORD-EXPOS.)

AT THE FRONT.

Superintendent Pratt Making Repairs Just Over the Oregon Line.

ASHLAND (Or.), February 9th.—Mr. Pratt's outfit train left Siskiyou at 2:30 o'clock this morning. The plow which had been detailed in the cut was replaced and by daylight a point about two and one-half miles beyond Siskiyou was reached.

Mr. Pratt was up out of bed during the starting and busily engaged fixing orders. At daybreak the plow with four engines started ahead to clear the track of snow and made rapid progress to where a washout was encountered in a large fill. Mr. Pratt and Mr. Wallace were on the plow during the trip through snow, and were well pleased with the manner in which they cleared the track of small slides and banks of snow which was in the cuts to a depth of about seven feet.

At the washout, which is about three miles beyond Siskiyou, the track had to be cribbed with ties, and it was after 5 o'clock in the afternoon before the work was completed.

The washout was about sixty feet long, and the ground underneath the track, which was hanging by the rails, was so soft that shovels had to dig down several feet for a solid foundation.

About sixty men were at work, and your correspondent noticed Mr. Pratt himself several times at the work with pick or shovel, assisting in piling up ties so as to make a crib.

Hydraulic jacks were used to lift the sagged track, and considering the fact that ties had to be packed on men's shoulders for a couple of hundred feet, the work of cribbing was accomplished very rapidly.

The station of Steinman could be plainly seen from the point on the track where the washout occurred, and the men, particularly the engineers, were eager to reach the station, the latter having about exhausted the supply of water in their tenders.

By 6 o'clock this evening all the outfit trains had crossed the track where it had been cribbed and headed by a couple of engines with a snow-plow, the whole outfit pushed on for the Ashland track, which, though sunk in many places, was passable all the way, and only one stop was made, which was at Steinman, where all the engines took full tanks of water.

When about three miles from Ashland the electric lights of the town were sighted, and these beams were hailed with delight by everybody on the train.

On nearing the station all the engines in the outfit commenced whistling, and their shrill shrieks were almost deafening. If there were any persons in town who were unaware of the approach of the trains they must have thought that a circus was coming, that of the "All-Americans" was about to pull into the depot.

On the arrival of all the sections, which came along together, hundreds of people were found about the station, and when the train stopped a grand shout went up on all sides for Mr. Pratt's outfit, which had just been twenty-five days in reaching the northern terminus of the Shasta Division.

The homes of many of the train crew were in Ashland, and each one of them later place, where would not be far from their wives and children. All was commotion at first, but inside of half an hour the confusion settled considerably and the crowd departed from the depot, leaving the trains standing on both main and side tracks.

The Record-Union correspondent sought Mr. Pratt and learned from him his intentions. "I will remain here overnight," said he, "and before we get started north I will have to take on a fresh supply of beef here, rearrange our crews and have more men before pushing ahead again."

Roadmaster Galvin, whose district extends from Ashland to Glendale, was in conference with Mr. Pratt to-night and described the condition of the road within his bounds. He stated that the track to Glendale was in a tolerable good condition, and perhaps during the run to the latter place, there would not be a delay of over half an hour along the way.

He had been working with a crew on the road and had just arrived here this afternoon.

Mr. Pratt intends to let a good many of the outfit gang go, before he starts out again, and will employ many more men here and along the road to Grant's Pass.

Fresh supplies are to be taken here before leaving, and only two engines will go from this place north with this outfit. The rest will either go back with those of the outfit gang who will return, or will wait at Ashland for further orders.

There are five engines at Grant's Pass, forty-five miles beyond here, and there will be sufficient to carry the outfit through.

Fifteen or twenty carpenters were employed to-night and they will work on the disabled bridges and trestles along the route. An additional number of men will be hired so as to make a total of about 200, and with these it is expected that the road can be put in condition for travel as far as Portland, 340 miles above.

The main difficulty will be encountered between Glendale and Roseburg, a section of country known as the Cow Creek Canyon road in this region is said to be in a very bad condition on account both of washouts and slides, and it will be a difficult task to get the track in shape again.

There are immense slides, in which trees have been badly uprooted and carried down to the track, where they now stand upright as though growing in solid ground.

Cow creek was dammed up by one of these slides and the waters raising, overflowed the banks and washed out the track for a considerable distance, besides flooding the region in that vicinity.

Mr. Pratt has lumber and ties enough with him to last until he reaches the lumber mill beyond Glendale, and if the supply runs short the mill in short order.

Active preparations are being made to-night for a start to-morrow, and your correspondent will accompany the outfit on their journey to Portland.

ALONG THE WILLAMETTE.

Condition at Independence—Description of the Flood.

INDEPENDENCE (Or.), February 9th.—The record-union has been here for the absorbing topic of conversation. The losses will be as heavy as was first reported, and the Federal Government is getting into regular channels. The highest point reached was on Tuesday, when the business street for one block was covered with water. No loss of the investment of capital was reported. Prescott & Vesset lost their sawmill and several thousand feet of lumber. The Portland and Astoria companies here had a thousand bushels of wheat on the river bank. The water level was about 10 feet above the normal, and the water, burst the bins and all was ruined.

J. H. Murphy, a farmer, lost 2,000 bushels of wheat. The water level was about 10 feet above the normal, and the water, burst the bins and all was ruined.

To-day trains came from Portland to Derry. Derry is a station five miles from here, where the bridge is washed out. No other break is on the road between Corvallis and Derry. The railroad trestle of the Southern Pacific is scarcely damaged.

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