ORIGINAL DEFECTIVE

ON PUGET SOUND.

What a Sacramento Lady Has to Say of Seattle.

A Prosperous Young City—Its Marvelous Growth and Enterprise —Sacramentans There.

EDS. RECORD-UNION: We sailed from San Francisco on Wednesday, May 20th, and after a pleasant voyage reached Victoria, B. C., on Saturday morning at 9 o'clock, As the steamer was to remain there several hours, we had the pleasure of a drive around the city. Victoria is situated on rocky land, and while many of the homes are beautiful, the larger part of most of the gardens are left with wild grass and trees in their native loveliness. They also have expensive improvements and choice shrubbery, and these combined give it a very picturesque effect.

The day we were there business was suspended, and all were rejoicing in honor of the Queen's birthday. The driver took us to Beacon Hill, where thousands of people were engaged in all kinds of sports and amusements. The State officers with their families, the mechanic and his children, the laborer from his post of duty, the Indian, the negro—all met on one common level to do honor to the Queen, noble woman that she is. In the fifty-two years that she has ruled the English nation she has honored her sex by her executive ability, and her home life by her devotion to her children.

When we returned to the steamer there were several boats all covered with flags preparing for a race. On the largest was the flag of our own Nation, the stars and stripes, floating in the breeze. What a lovely sight! Two of the greatest nations on earth go hand-in-hand in those noble duties that exalt mankind and teach them love and harmony. We see the dawn of that day when nations shall learn war no more and peace will reign triumphant. The scenery

FROM VICTORIA TO SEATTLE

Is varied and interesting. We reached Seattle in the evening, and one can scarcely imagine a more beautiful sight than the "Queen City" by gaslight as viewed from the harbor. Seattle is the largest city in Washington, and with 53,787 in population ranks fifty-sixth among the great cities of the United States. They have sixty-three miles of street railways in operation, and 727 telephones in use.

There are many places of pleasure resort in and about Seattle easy of access either by boat or cars. Strangers are treated with the greatest respect, and all the hotels are crowded with visitors and persons seeking homes.

Seattle, instead of being flat, is built on a series of terraces running back from the water, and extends from Seattle Bay to Lake Washington, thus having two water fronts, one of salt water and one of fresh water.

CABLE ROADS CLIMB THE HILLS

And run from sound to lake, while electric roads run in all directions where the grade is not too great. The Government is now surveying for a ship canal from Puget Sound to Lake Washington. The city assessment this year is $42,000,000, and the city revenue from all sources $540,000.

A HIGH LICENSE CITY.

Here they have high license. Every saloon-keeper pays the city $600 per year, and the result is there are not so many saloons in proportion to the population as we have in Sacramento, and they are under better control. There is no public gambling allowed, and I am told that for several months all games of chance have been closed.

There are fifty-two churches and eighteen banking houses, and the morals of the place are much above the average for such a growing city.

The school census has just been taken for 1891, and shows 12,959 children of school age in the city, an increase of 18 per cent. over the census of 1890.

Real estate is not so active as it was during the year following the great fire, but the sales thus far this year aggregate more than $10,000,000 in this county alone. There are many buildings in process of erection, which certainly increases the value of real estate, and is a good evidence of prosperity.

WHERE LUMBER IS CHEAP.

To my mind, if there is one thing more than another that encourages homeseekers to settle in this part of the country, it is the cheapness of lumber on Puget Sound; and I am convinced that if anything could be done to reduce the price of lumber in Central California, it would completely revolutionize the business of the country, and thousands would come and seek homes in our beautiful State that now go elsewhere. We have an abundant supply of timber in the forests of our foothills, and it would be easy to establish a lumber trade that would be of lasting benefit to us.

THE SEASONS ON PUGET SOUND

Are much later than in California, and for that reason Washington will always be a splendid market for the products of California. Every steamer and train brings hundreds of tons of the products of the Golden State to tickle the palates of the enterprising and thrifty citizens of the "Evergreen State."

One large commission house here makes a specialty of handling fruit from Elk Grove, Sacramento County.

THE SACRAMENTO COLONY.

There are quite a number of Sacramento people here. Mrs. Achly (mother of Mrs. Breckenfeld and Mrs. Spieker) is visiting her youngest daughter, Mrs. Hovey. Rev. E. R. Dille, D. D., of Oakland, State Delegate to the Christian Endeavor Convention, spent a few days in Seattle on his way to Minneapolis. Ed. Taylor's son is Chief Clerk in the Land Office here. Colonel Harry W. Carroll is in the office of a prominent civil engineer, and seems to be prospering.

In many of the prominent merchants of Seattle I recognize former clerks in our Sacramento stores, among them being Mr. and Mrs. Graham. I. Latour, J. A. Baillargeon, George Hogan, F. W. Clayton, Mr. Ivey, Mr. Uren and many others. Miss Tillie Wills, formerly a favorite clerk in Weinstock, Lubin & Co.'s store, holds a similar position in the Lace House here.

Among the ladies who formerly resided in Sacramento whom I have met during my short stay are Mrs. Breckenfeld and her daughters, Miss Breckenfeld and Mrs. Parkinson, Mrs. Dr. Grasse (*nee* Hansbrow), Mrs. Fink, daughter of Hon. Grove L. Johnson, Mrs. Judge Church, and my daughter, Mrs. S. L. Crawford.

SEATTLE WAS NAMED

For an old Indian Chief, whose daughter, Princess Angeline, still lives here and ekes out a miserable existence by begging from old settlers. There is a superstition among the Indians that whenever the name of a dead Indian is mentioned he will turn over in his grave. For that reason old Seattle protested against the place being named for him, and appealed to Governor Isaac I. Stevens to intercede for him with the town proprietors and prevent, if possible, the feared calamity. The Governor assured the chief that it would be a great honor to have the city named for him, and convinced him that his bones would rest just as easily after he was dead, whether the place bore his name or not.

All that is mortal of the old chief was laid away at Port Madison, thirteen miles from Seattle, some twenty years ago, and a simple marble slab (erected by some of the old settlers who remembered his many kindnesses) marks his last resting place.

MRS. S. E. CLAYTON.

Seattle, Wash., July 1st.

A Study in Chicken Architecture.

Constable J. H. Zimmerman of Elk Grove is not happy unless he is cooking up sensations. This time he has a three-weeks'-old chicken which is endowed with a remarkable understanding. It boasts of the possession of three well-defined legs—two on one side of its body and one on the other—with an aggregate of eighteen toes.

Mr. Zimmerman does not know the breed to which this curious chick belongs, but it is supposed to have a dash of Leg-horn blood in its veins.

EVERYBODY'S COLUMN.

Correspondence of Interest to the General Public.

[Under this heading the RECORD-UNION will publish short letters from correspondents on topics of interest to the general public. The matter in these communications will be understood to represent only the views of the writers. All communications must be accompanied by the name of the writer, not for publication, unless so desired, but as a guarantee of good faith.—EDS.]

The P-Street Franchise.

EDS. RECORD-UNION: As a taxpayer of this city I join in the manifestation of great surprise at the peculiar action of the Board of Trustees. The unusual silence of some of the public organs and the personal privileges usurped by our representatives is a menace and a bar to all public enterprise. Have they forgotten that they are only clothed with the execution of the common desires and needs of the people? If not, then let us be heard. It has long been the voice of our citizens, "Give us enterprise (not including the ancient system of the aboriginals), which is the very life and being of every prosperous city." As a means of support it gives us employment and offers facilities which we have long felt the need of.

To-day there appears before us J. H. Henry, whose bold enterprise is too well known to need repetition, and through the Trustees asks the taxpayers to grant him a franchise on P street, from Twenty-eighth to Sixth, thence to J. Recognizing the great value of the road, both as a means of travel and the consequent increase in property, the majority in one voice eagerly gave their consent to the franchise, which was opposed by a minority too small to mention.

One of the reasons given is that it would not afford sufficient accommodation to those residing in the southwestern portion of town. In answer to this, I need only refer to a line of railway that some years ago extended down O to Third, thence to K. That the owner soon realized the mistake made was evident from the fact that the company soon tore the road up. When we see men of enterprise and careful consideration of the public interest, and who have made Sacramento their homes for so many years, voluntarily take up the track, for the reason that it did not pay, after a fair and costly trial, what hope is there for another to replace the track? And further, because an enterprise is opposed by a few upon the unreasonable objection that it does not in detail comply with their desire, are we, as the majority, to submit to the disposition of a few? If this proposition, upon any reasonable ground, can be maintained, then we are hopelessly in a state of degeneration, and we must acknowledge that it is useless to undertake an enterprise of any kind.

The residents of all of the most populous portions of Sacramento might as well express their dissent to the granting of this franchise and openly oppose it, because the line is not laid in their respective districts. If this objection is to be sustained, how will our city ever grow? The Trustees, acting in their representative capacity, should consider the great improvement that Mr. Henry has made in this city, affording easy access to suburban homes; the long and comfortable ride afforded to those who are wearied and tired after their day's work is done, and, above all, the great rise in the value of property and the many nice residences which have since been constructed on its line; and lastly, at the demand of the people, they should recognize the source from which their authority came. A TAXPAYER.

Sacramento, July 7, 1891.

EDS. RECORD-UNION: Seein' as my piece was printed in your paper, and complimented (you said Nancy Nobody talks sense), I take kurage to write a few lines agen.

I've been thinkin' about what you said this mornin', 'bout the Trusty's buildin' a wall roun' the city and printin' on it "The City of the Dead." Them words has been runnin' in my head all the mornin' and as I dun up my work I kept sayin' 'em, and by the time I got to ironin' I was singin' 'em; but all of a sudden there came to me the thot, the Trustys don't need to build no wall around this city to keep folks out of it; there's one built already, and its just as plane to be seen as tho' the Trustys built one. 'Tother day I had occashun to go down to the dapo, and I overhearn sum toorists talking to theirselves. They said they were going further on; their relashuns, who lived in Sacramento, wanted 'em to settle here, but they was goin' to try to find some place that didn't look quite so much like Sodum and Gomorrow, and if they couldn't find it in Californy, they'd go back where they cum from. They had money, and judgin' from clothes, etc., they was what the newspapers call kultivated people. I guess they wasn't prohibishun, but from what they said, I think they was for an awful high license. I didn't agree with 'em, but they seemed to be very respectable folks.

They sed they didn't believe in "tackshashun without representashun," and it was plain there either wan't no Christian men in Sacramento or else they didn't have no say in the guverment of the city, for there was more salunes than any other kind of bizness, and the churches were cheap lookin' and few of 'em, and even the skule houses wan't nothin' to brag on, and then they kinder laffed, and looked toward an old blue street car, that was tryin to turn round on the turn-table at the dapo, and said there didn't seem to be much interest taken in street cars and sich like here, and then they sed sumthin' about sicknin' odors. There friends live out on Seventeenth street, and we'd been havin' a pretty warm spell, and the Trustys haven't quite got the sewerage question fixed up yet, for that back water which runs thro' the Seventeenth-street sewer still smells ruther disagreabul, and one of their children hed a sore throat, and one of 'em hed a tech of fever, and they laid it to the sewers. I was a little curus to know whether these folks found any place in Californy, and so I made an egscuse to drop in on there relashuns one day to find out if they wanted the electric road on P street. (My man wus interestin' hisself a little to find out who did, and who didn't), and they sed their friends hed found a place in Southern Californy to infest their money in.

So, Mr. Editor, our eckynomical Trustys won't have to build no wall around our city, for the hand-writin' is plane to be read by those that pass us by—"A City of the Dead." NANCY NOBODY.

Sacramento, July 7, 1891.

P. S.—My man sez, when you talk about the city of the dead its called figgurative language. Now, I've put a P. S. onto my piece to say that if the Trustys and the Board of Health and sitizens don't do sumthin' about the sewers, it ain't goin' to be figgurative very long—it will be a true fact—for we shall all be dead. N. N.

Young Men's Institute Election.

On Tuesday evening last, at the regular meeting of Capitol Council, No. 11, Y. M. I., the following officers were elected for the year 1891-92: President, James Longshore, Jr.; First Vice-President, E. H. B. White; Second Vice-President; L. E. Lohman; Recording Secretary, A. J. Wilson; Financial Secretary, George E. Hook; Treasurer, J. S. O'Callaghan; Marshal, George Stack; Inside Sentinel, J. L. Gomez; Outside Sentinel, M. J. Desmond; Executive Committee, J. J. O'Connor, D. McDougal, J. B. White, F. Watters, D. D. Sullivan. The delegates to the Grand Council, which will meet at Watsonville in September, are Wm. Gormley and J. C. Gorman; alternates, A. J. Wilson, M. H. Sheehan.

Nicholl Estate Sale.

The sale of real estate of the Nicholl estate, by D. J. Simmons, near Roseville, takes place to-day, instead of to-morrow, as heretofore published.

STREET RAILWAY TALK.

Further Efforts to Secure the P-Street Line.

The Franchises to Mr. Carey and the Central Company Should Both Be Granted.

The action of the Board of Trustees, on Monday last, in refusing to grant the Central Street Railway Company a franchise to extend its line through Sixth street, from J to P, and thence through P to Twenty-eighth, was a great surprise to the residents of the southeastern portion of the city, and in fact to citizens in general. Everybody knew that a determined effort was being made by citizens of the extreme southwestern portion of the city to induce the company to change its route and run through Second or Third streets, but only the few on the inside believed that the board would refuse to grant the franchise even if the company could not be induced to change the route.

When the question of granting the franchise came up before the board the situation had suddenly changed. Mr. Carey had appeared before the board and asked for a franchise to run a line on Third street, from K to O, and thence through O to Tenth, where it would join his present line, the cars to be propelled by horse, mule, electric or gasoline power. Mr. Carey appealed to the board not to grant the proposed franchise to the Central Company on the ground that a road on P street would injure his present line on O street and the one he proposed to build if the franchise was granted him as asked for. The board then refused to grant the franchise for the P-street line, and it was understood that it did so because it wished to protect Mr. Carey from competition. Prior to the meeting, however, one of the Trustees openly avowed that he would vote against the franchise asked for by the Central Company unless it would build the road on Second or Third street, instead of Sixth. But no matter what motive governed the board, the franchise was refused and the people of the entire city, with the exception of a few who are personally interested, are justly indignant.

The opinion of a vast majority of the people is that both franchises should be granted, with proper restrictions, provided a guarantee is offered that they will be built and operated without delay. Citizens are tired of having streets tied up year after year with franchises that are never used for any other purpose than to keep out others who would build roads if they could get the chance.

But it appears that the matter is not to be allowed to rest where it is. The residents of P street and the whole southeastern portion of the city are determined to make another effort to induce the Trustees to do them justice and grant their almost unanimous petition for an electric road. One movement is on foot to induce the board to grant a franchise for Fourth street and another movement for a line on Eighth. There is no doubt that Messrs. Weinstock, Lubin & Co. would be very glad to have the road come in on Fourth and that Hale Bros. would be equally delighted to have it come in on Eighth. But the people of the southeastern portion of the city, who are more interested than any others, prefer Sixth street, because it would land them nearer the center of the retail district.

It would appear that if the Board of Trustees refused to grant the franchise for Sixth and P streets, because of a desire to protect Mr. Carey, that it would refuse to grant it for Fourth and Eighth streets, but it is rumored that a delegation waited upon one of the directors of the Central Company and offered to guarantee the granting of the franchise if the company would change it so as to run through Fourth street, instead of Sixth. This rumor may be well founded, or not, but if it is there is some scheme at work that will not be for the best interests of the city or the people who desire the franchise granted.

The fact is that there are twenty good reasons why Sixth street should be selected, from a business standpoint, to one in favor of any other street. The Central Company thoroughly appreciates these reasons, and if it builds a road at all it will be where it will do the most business. Mr. Henry is perfectly well aware that nine out of every ten passengers who come down from the southeastern portion of the city on Mr. Carey's O-street line at present get off between Tenth and Fourth streets. That is one reason why he selected Sixth street. He also knows that if he came in on Sixth street he would accommodate (and get the nickels from) the vast number of people who annually attend meetings at the Congregational Church, the Synagogue, Masonic Hall, the Sixth-street Methodist Church, the Westminster Presbyterian Church, the Armory, and the skating rink and Athletic Club in the old Pavilion; while he would land and receive passengers at Sixth and K streets, midway between the Metropolitan Theater and the Clunie Opera-house. The Central Company is not at all likely to overlook all these advantages, and if it did it would display very little business sense.

JOHN SMIDDY.

Death and Burial of a Pioneer Railroad Man.

A few days ago John Smiddy, an employe of the railroad company in this city, died. He was one of the pioneer employes, and one of the earliest members of Phil Douglas' wrecking crew, and was a foreman in the crew for over eight years, holding the position by reason of his merit as a man, his skill as a mechanic, and his executive ability.

About two years ago, when the wrecking crew performed such heroic labors in the blockade upon "the hill," Mr. Smiddy, from over exertion, at Colfax, broke down, and resigned from the crew, taking employment, instead, in the repair shops. As early as 1864 Mr. Smiddy was a California railroad man, beginning such service upon the Sacramento Valley Railroad, the pioneer line of the State. No man understood his duty better or more faithfully performed it.

Heroes are not those alone who win honor upon the field of battle, or by performance of specially great world work, or the accomplishment of some notable achievement. Heroes are numberless who, like John Smiddy, devote the best energies of their lives to the full discharge of laborious duty, however humble, and upon the faithful, unflinching performance of which the lives of others depend—such a man was John Smiddy.

In the railroad shops Mr. Smiddy's friends embraced all the men. True, since he always insisted upon full and energetic discharge of duty, and despised any who shirked, he was in a degree severe, but at the bottom his manliness and courage and his big-heartedness and capacity won him universal respect and esteem. When his death was announced the shadow of a great sadness fell upon the host of workmen in the shops, and on all sides voices were subdued and sorrow was manifest when the sad event was spoken of.

Mr. Smiddy was a native of Ireland, and nearly 58 years of age. He leaves a wife, two sons and a married daughter to mourn the loss of a true husband and a loving father. Yesterday he was buried, the funeral services being from the Cathedral. The flag floated at half mast over the shops where he was so well known and so respected, and besides scores of others, a hundred sturdy men, brethren in toil and social companions, followed his remains in a body to the grave. It was a large funeral procession, and by its great length and the deep sorrow manifested by the participants the tribute to his worth was testified to, simply, emphatically, lovingly. With his marching comrades was borne a beautiful floral tribute. The design was used but once before, when it was displayed some three years ago in memory of J. D. Barry, a member of Mr. Douglas' wrecking crew. This tribute by the men of the crew and the shops represented the Central Pacific derrick No. 8, upon which, in storm and sunshine, day and night, on mountain and in valley, John Smiddy had so often labored heroically. The design was of colossal size, representing in roses, tuberoses, lilies, climatis, ferns and other floral and greenery wealth, an eight-wheeled flat car, bearing the derrick, with its purchase ropes and pulleys. On its side was the name and number in purple. It was a beautiful design, appropriate and eminently fit to be borne to the grave of such a man and to the great altar where the priest discharged the last sad offices of the church. The choir furnished appropriate music, and the entire ceremonial was impressive and toned to the sincere sorrow the mourners felt.

The special pall-bearers were Edward Waters, J. H. Ransom, Henry Stubbie, Con Ryan, John Sweeby and Frank McMorry. But in fact the entire delegation of 100 men, who left lathe, bench, forge and yard to honor the memory of John Smiddy and follow his body to the grave, bore his pall in their hearts, and were bearers in the truest sense of the dead friend on his last journey. The weary limbs of the hard-working, heroic, faithful mechanic are no more to take up their daily tasks, but the memory of the man will not die out of the hearts of his comrades while they live.

AMADOR ENTERPRISE.

Prospects of an Electric Road from Ione to Jackson.

Articles of incorporation of the Amador Electric Railway and Light Company were filed in the Secretary of State's office yesterday. The purposes are to build and operate a line of railroad, the motive power of which is to be electricity, except when and where other power is required; the said railroad to commence at Ione City, running thence easterly via Sutter Creek, by the most practicable route, to the town of Jackson, the estimated distance being fourteen miles; and to build branches thereof, one of which is to diverge at or near Sutter Creek and to run to the town of Plymouth, the length of which branch is eight miles. It is estimated that the combined length of the railroad and the intermediate branch will be twenty-two miles. Both freight and passengers will be carried.

Another purpose of the company is to light by electricity the various towns of Amador County. The principal place of business is Sutter Creek, and the capital stock $500,000. The directors are E. C. Voorhies, R. C. Downs, S. W. Knight, H. H. Towns, Thomas Boysen, Frank Frates and George Allen.

JUDGE CRAVENS' COURT.

Conviction of the Young Men Who Disturbed the "Horribles."

Ed Emerson and Joe Farren, two young men who created a disturbance during the "Horribles'" procession last Saturday evening, by threatening "Jigadier-Brindle" Mayo and a couple of his aids, were found guilty of disturbing the peace yesterday in the Police Court. They will be sentenced to-day.

The City Attorney consenting, it was ordered that Sing Kee, the Chinaman convicted of embezzlement in retaining possession of some clothing belonging to a Mr. Kelleher, be granted a new trial.

The case of J. Rockey, charged with petty larceny, was continued until to-day.

At the afternoon session of court Charles Yates was tried and found not guilty of a charge of battery.

The prosecuting witness in the case of Josie Dunn, charged with grand larceny, failed to put in an appearance and the defendant was discharged.

The case of Jerry Payne et al., charged with violating the ordinance regulating saloons, was continued until Friday.

HELD FOR BURGLARY.

An Examination in the Justice's Court of Washington.

The examination of George Hall, the partner of Fred Kingsbury, who was killed at Freeport on June 27th while attempting to escape arrest on suspicion of having stolen articles from a number of farm houses, took place yesterday in Washington in Justice Knapp's court.

Several of the parties whose places had been entered by Hall and Kingsbury identified the blankets found in their possession.

Hall was held to answer for burglary. Bail was fixed in the sum of $1,000.

SUPERIOR COURT.

Department Two—Van Fleet, Judge.

WEDNESDAY, July 8th.

Bohn vs. Bohn—Continued till to-morrow.
Dieterle vs. Grant—Continued for the term.
Camp vs. Columbus Brewing Company—Continued till Friday.
Jones vs. Ward—Taken under advisement.

Alliance Officers.

In the report published of the meeting of the County Farmers' Alliance at Florin, Sunday, the names of the newly-elected officers were not given in full. The corrected list is as follows: President, J. E. Camp; Vice-President, Finley McMillan; Secretary, L. M. Landsborough; Treasurer, S. Kreeger; Lecturer, A. A. Krull; Assistant Lecturer, A. B. Burns; County Business Agent, P. H. Murphy; Chaplain, Rev. W. C. Scott; Sergeat-at-Arms, Frank Smith; Steward, Della Krull; Doorkeeper, Mark Hunt; Assistant Doorkeeper, Mrs. Bradford. At the evening session the officers were installed in their various offices by the County Lecturer.

Change in Train Time.

The changes in the railroad time-table on the Placerville division, which were published in Tuesday's RECORD-UNION, will go into effect to-day.

SYRUP of FIGS

ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and $1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

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LOUISVILLE, KY. NEW YORK, N.Y.

Changed Daily for the Red House.

BETWEEN SEASONS.

CLEARING SALE

Of July and August styles of Ladies' and Misses' Hats sent to us direct from Paris and New York some four months ago. Pattern Hats, Toques and Bonnets. These fine trimmed goods will be on sale

TO-DAY,

Commencing at 9 o'clock, at a much reduced price. Also a large variety that were trimmed in our workroom, including French Flowers, Leghorn Flats and a large assortment of other Untrimmed Hats. See show windows of a few now on display.

Specials in Footwear.

From the firm of Openheim, Weal & Co., who have retired from the business on account of the death of Mr. Openheim and are now closing out their stock of custom-made Boots and Shoes, we have purchased these goods at such prices that we can save you from $1 to $2 per pair:

Men's $4 Calf Seamless Hook and Lace Shoes.....$2 50
Men's $4 50 Calf Seamless Congress Gaiters.....$3 00
Ladies' $5 French Kid Shoes for.....$3 50
Misses' French Kid Button Shoes, foxed all around, blue black cloth top, spring heel, square toe, long vamp, patent leather tip, sizes 11 to 2, B, C, and D.....$2 00
Misses' Kid Button, spring heel, long vamp, square toe, patent leather tip, worked button holes, all widths, sizes 11 to 2.....$2 00
Child's Fine Kid Button, spring heel, black cloth top, worked button holes, sizes 8 to 10½, C, D and E.....$1 75
Child's Fine Kid Button, square toe, patent leather tip, worked button holes, sizes 8 to 10½.....$1 50
Ladies' French Kid Whole-foxed Button, black cloth top, square toe with long patent leather tip, hand-sewed, pump sole, B to E, 2 to 7.....$4 00

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C. H. GILMAN,
RED HOUSE, SACRAMENTO.

GRIFFIN The Lightning Newsdealer and Stationer, 603 K STREET.

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Regular quarterly visit will be on

Thursday, Friday and Saturday, July 9th, 10th and 11th.

Offices at 1007½ Fourth street, between J and K.

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Doors and Windows

AT GREATLY REDUCED RATES.

DOORS.....$1 50 each
WINDOWS.....30c, 40c, 50c and 60c each

A full carload in stock and for sale.

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Everybody is using it because it is the best & most desirable package to carry. Ask your dealer.

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NOTICE TO CONTRACTORS.

FOLSOM GRAVEL IN QUANTITIES TO suit, suitable for either street or concrete work, can be had by applying or addressing R. W. PARKER, je29-tf 1904 M street, Sacramento, Cal.

STOCKHOLDERS' MEETING.

THE REGULAR ANNUAL MEETING OF the stockholders of Pioneer Milling Company will be held at the office of the company, at northwest corner Bread and First streets, City of Sacramento, on MONDAY, July 20th, at 3 P. M., for the purpose of electing a Board of Directors for ensuing year, and for the transaction of any and all business which may come before the meeting.

jy2-td F. B. SMITH, Secretary.

ST. MARY'S

—OF THE—

HOLY ROSARY ACADEMY

WOODLAND, YOLO COUNTY, CAL.

—WILL—

RE-OPEN AUGUST 24, 1891.

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INSTRUMENTAL MUSIC AND VOICE CULTURE,

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Receive particular attention. Phonography Type-Writing and Bookkeeping taught. The Health, Morals and Comfort of the pupils have the most careful attention.

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