ON THE CARS.

Secretary Ed. Smith's Respect for the Frolicsome 'Hopper.

A Wierd Experience on the Banks of the American—A Gallant Young Oarsman.

Secretary Ed Smith, of the State Agricultural Society, was a heavy loser through the ravages of the grasshoppers. Not a leaf was left on his ranch.

Of course Ed is sad in consequence.

The other evening a sympathetic friend, essayed to console the weeping Secretary. "But, I say, Ed," said the friend, finally, "why didn't you turn the chickens loose on 'em?"

"Chickens!"

The look on Ed's face was one of supreme disgust.

"Chickens! Why, you blank, blank idiot, three of those grasshoppers will just take hold of a chicken and sling him over the fence if he gets fresh. Chickens, indeed!"

A gentleman from Maine was visiting some relatives who live out near the County Hospital. His cousin, who has farmed in this county for several decades, met him at the depot and escorted him to the electric cars. Leaving the cars at Oak Park, they started for the ranch on foot.

They had not gone far, when suddenly the visitor sung out, "Whew! Look at the geese!"

"Oh, them's brants," laconically explained the Sacramento farmer.

They walked along some distance further when again the visitor yelled "Geese!"

"Brants," reiterated the farmer.

Several more flocks were passed, and each time the mystified visitor was told that they were brants. Finally, when they passed an unusually large flock, the Maine man exploded.

"Say, this don't seem just right," he said, "a newcomer wouldn't have any show here at all. This fellow Brant must own every dum-gasted goose in the country!"

Here is a conundrum that was picked up in the Assembly Chamber after the Fourth of July literary exercises. It was probably lost by some one who intended to spring it on Orator Frank Coombs. The owner can have it by calling at this office:

Did our sires at Valley Forge
Just for a familiar josh,
Accost great Washington, as "George,"
Or, "How're they comin' 'Wash?"

In the course of a ride out to Oak Park on a broomstick car the other evening, Miss Susie Emstreet was telling a party of friends why it was that she had vowed never to go out boat-riding again with Freddie Undine.

"Why, I don't know what to make of him," she said petulantly. He acts so strangely at times and makes such wierd remarks. Now, a few evenings ago I consented to take a row with him up the river. Everything ran along pleasantly for a time. The weather was delightful. We had gone up but a mile or two when I dropped my lace handkerchief overboard. I called to him to stop, and told him what had happened. And what do you think he did? Why instead of commiserating me, or offering to dive in after the handkerchief, he merely reached over and made a mark on the side of the boat with a lead pencil, saying that when we came back that way we would know where to look for it."

The latest story comes from the river—from the American, near the bridge.

Two pretty young ladies, one a typewriter of a pronounced blonde type, wanted to swim. The blonde's friend does not live a thousand miles from the bridge, and as the new baths were not ready for use—and the day was warm—they decided to hie themselves to the cool and crystal waters of the river. Neither had bathing suits—but, pshaw! what was the need of them? They would find a secluded spot, and there would be no one around.

Well, they were having a delightful time. They were capering about on the sand and splashing into the gurgling water like frolicsome sea nymphs. They played tag, got sun-burned, and were trying to stand on ther heads, when suddenly—

Oh, mamma! Oh, oh, oh!

Three horrid men, armed with shotguns and game bags, were discovered seated on a fence on the side of the hill some distance away, enjoying the performance.

"They are tramps, I guess," suggested one of the bold hunters.

There were two loud splashes, and then all that could be seen of the mermaids were their horror-stricken countenances.

"They are making faces at us. Let's have have a shot at 'em." One of the hunters raised his fowling piece, and was about to pull the trigger, when two unmistakable female screeches deterred him.

"Oh, boys, they're girls. Wow, wow! What fun! We'll steal their clothes, hey?"

Two more unearthly screeches.

"If you hoodlums don't go away from here and let our clothes alone it will go hard with you."

They had been in the water now for nearly half an hour, and this last defiant remark was intermingled with a loud chattering of teeth.

The intruders held a consultation. "We'll take their clothes, and then send 'em down a couple of barrels," was the agreement.

The screeches that echoed up from the placid waters this time were simply heart-rending.

The men only laughed. "We'll go and get the barrels first," they said, and off they started.

But those girls were not the kind who were going to wait for the arrival of those barrels. No sooner were their tormentors out of sight than there was a grand scramble. "Never mind the shoes, stockings and corsets, Minnie, just gimme my Mother Hubbard." No lightning change artist ever worked faster than they.

Did the barrels arrive? Well, the reporter happened to spy one of his creditors and did not wait to ascertain.

SOCIAL AND PERSONAL.

E. W. Hale has returned from San Francisco.

Mrs. J. S. Gattmann is sojourning at Santa Cruz.

Miss Annie Coglan has returned from Los Angeles.

Miss Wiseman is visiting relatives in San Francisco.

C. P. Hall, the theatrical manager, is up from the Bay.

Mrs. J. Batcher has returned from a visit to Mrs. W. L. Wooley, at Carson, Nev.

Mrs. Charles Schneider of Elk Grove has returned from her visit to San Francisco.

Mrs. R. E. Montgomery returned home yesterday from a visit to relatives in North San Juan.

Mrs. Frank A. Smith, who has resided in Mexico for the past two years, is visiting friends in this city.

Mrs. Lillie of San Francisco is visiting her relatives, the family of John McCarty of Grand Island.

Mrs. S. Runyon and Miss Runyon of Courtland, with Mrs. C. E. Runyon of Astoria, are visiting in San Francisco.

Mrs. E. W. Hale has secured a suite of apartments at the Pleasanton Hotel, for an extended sojourn in San Francisco.

E. E. Avery and sister, Miss Hattie Avery of Erie, Pa., accompanied by Miss Carrie M. Estes, have gone for a few weeks' trip to San Francisco, Oakland and Monterey.

General and Mrs. J. F. Sheehan are making a visit to Judge and Mrs. W. J. Wallace, while awaiting the final completion of their new home in the Western Addition, south of Golden Gate Park, San Francisco.

Miss Kate Maher, the artist, is spending the summer at the foot of Mount Shasta. She has made a striking sketch of the great cone, and has transferred to canvas many of the beautiful scenes to be found in that picturesque region.

A pleasant surprise party was given to Percy Willis at his home a few evenings since, on the anniversary of his birthday. The time was spent in games and other amusements until a late hour, when the guests dispersed, well pleased with their evening's entertainment. Those present were Misses Nellie Harris, Mabel Lyon, Nellie Hunt, Daisy Weisel, Bertha Ruhl, May Humphrey, Laura Perry, Clara Wentworth, Celia Ryan, Grace Mealand, Gertie Mealand, Belle Johnson, Edna Johnson, Burnise Green, Dora Hastings, Effa Gallup, Maggie Kelly, Lizzie Fountain, Abbie Fountain, Emma Shinkle, Arthur Minford, Newton Harris, Percy Willis, Joe Lord, Walter Amsden, Clarence Hunt, Charles George, Willis Winn, Bert Katzenstein, Mr. Gaity, Howard Reed, Fred Kirk, Meachin Willis.

BRIEF NOTES.

The river marked only eleven feet yesterday.

Jacob Warner was yesterday sent to jail for five days for being drunk.

Yesterday Tom Carolan, a saloon proprietor, paid for his license, and he will not be prosecuted with "the gang."

There was a fire in a chimney of Leon Friedman's house at Fourth and Q streets yesterday, but it did no damage.

Mrs. Schwartz of 415 K street has received from Marysville the watches stolen from her house by the negro Frank Dorsey.

Mrs. Miller, the hopeless inebriate, could not keep sober long enough to find her way out of town, so she has had to go to jail for sixty days.

Mrs. Georgie Crossette, wife of J. D. Crossette, formerly a printer in this city, and daughter of J. C. Bradley of Marysville, died in San Francisco on Thursday.

Wife-beating appears to be epidemic these days. Mrs. Pat Spain complains that she is confined to her bed from a brutal beating administered by her husband.

The Sacramento Free Kindergarten held its closing exercises yesterday, of which no notice had been given. The children are said to have acquitted themselves well.

The case of Harry Holmes, charged with battery was dismissed by Judge Cravens yesterday on the promise of the defendant that he would not ill-treat his wife again.

Yesterday an elderly man named George Stitzel, who is employed in the railroad yards, was taken violently ill and had to be carried to his home. He was better later in the day, and will probably recover.

The Women's Christian Temperance Union has incorporated. The trustees elected are: Mrs. M. E. Jenks, Mrs. M. W. Smith, Mrs. G. Schadt, Mrs. A. C. Stalker, Mrs. J. A. Barrett, Mrs. S. O. Goodall, Mrs. H. P. Mandeville.

WANT REDUCTIONS.

The Telephone Company Claims to be Assessed Too High.

Yesterday the following communication was filed with the County Board of Equalization, and will be acted on to-day or Monday;

W. W. Coons, Clerk Board of Equalization—DEAR SIR: Acknowledging receipt of your favor under reply, we desire to say that the matter of the valuation of our taxable property in Sacramento County has been given thorough consideration by our company, and, after declaring what are considered proper and liberal values, we have submitted gracefully to the arbitrarily increased valuations imposed by your City Assessor and State and County Assessor.

We think any additional tax charged against us would be a hardship, and do not feel that your board desires to discourage a business which is of undoubted value and convenience to your citizens, and which, we assure you, is less remunerative than in any other city of equal population in California.

We leave ourselves in your hands. Our books and records are open for inspection at all times, and we have no intention of avoiding proper taxation.

W. G. OLIVER,
Treasurer Sunset Telephone Company.
San Francisco, July 23d.

At the afternoon session the application of Daniel Flint, for the reduction of the assessment on his land near the Cosumnes River, was filed. He said the Assessor had increased it from $25 to $50, a jump of 100 per cent. Some of it was in hops and some in alfalfa. He wanted that assessed at $50 per acre reduced to $40.

The application was taken under advisement.

Real Estate Transfers.

The following real estate transfers have been recorded since our last report:

Francis Perez to Sylvia Perez—One hundred and twenty acres in section 3, township 7 north, range 5 east; love and affection.

William P. Fuller, Jr., to Laura P. Fuller—An undivided one-twelfth interest in lands in different counties in California; lands in Sacramento County, to wit: Lot 8, J and K, Front and Second streets; also part of lot 8, K and L, Front and Second streets.

William Heilbron to A. and A. Heilbron—East one-half of lot 2, O and P, Twenty-fifth and Twenty-sixth streets; $10.

Taxable Personal Property.

According to the Assessor's books the assessments on personal property outside the city are: Improvements on real estate, $12,705; personal property, exclusive of money and solvent debts, $278,170; money and solvent credits, $11,005; total value of all property, $301,880. Total tax, $3,923 45.

The footings of the city list were published a week ago.

SAN FRANCISCO STOCK SALES.

SAN FRANCISCO, July 24, 1891.

MORNING BOARD.

Alpha	75@70c	Lady W	20c
Alta	65c	Mexican	2 15
Belcher	1 40@1 45	N. Comw'alth	45c
Belle Isle	60c	Nev. Q'n	25c
B. & B	2 75@2 80	N. B. Isle	60c
Bodie	70c	Overman	2 10
Bullion	2 90@2 85	Ophir	3 25@3 20
Challenge	1 25	Peerless	10c
Chollar	1 90	Potosi	4 00
Com'wealth	45c	Savage	1 40
C. N. Y	15c	Scorpion	35c
C. C. & V	6½@6	S. B. & M	95c
E. S. Nevada	5c	S. Nevada	2 55@2 65
Exchequer	65c	Silver Hill	25c
G & C	1 45@1 40	Union	2 15@2 25
H. & N	1 70@1 75	Utah	70@75c
Justice	45c	Y. Jacket	1 65
Kentuck	30c		

AFTERNOON SESSION.

Ophir	3 25@3 30	S. Nevada	2 95@2 90
Mexican	2 30	Utah	85@80c
G. & C	1 45@1 40	Bullion	2 90@2 75
B. & B	2 85@2 95	Exchequer	65@60c
C. C. & V	6½	Union	2 40
Chollar	1 90@1 85	Overman	2 10
Potosi	3 80	Challenge	1 35
C. Point	1 25	Lady W	20c
H. & N	1 75@1 80	Andes	1 10
Y. Jacket	1 70	C. N. Y	10c
C. Imperial	15c	N. B. Isle	60c
Kentuck	35c	Com'wealth	45c
Alpha	80c	Mono	45c
Belcher	1 45	Weldon	5c

Hood's Sarsaparilla 100 Doses One Dollar

The Chief Reason for the great success of Hood's Sarsaparilla is found in the fact that **Merit Wins.** Hood's Sarsaparilla is the best blood purifier and actually accomplishes all that is claimed for it. Prepared by C. I. Hood & Co., Apothecaries, Lowell, Mass. Sold by druggists.

TORTURING ECZEMA

Editor Iowa Plain Dealer Cured of Insufferable Itching and Pain by the Cuticura Remedies.

No Less Than Five Physicians Consulted. Their Combined Wisdom Followed Without Benefit.

I am sixty-six years old. In August, 1889, was troubled with the peculiar skin disease to which people of my age are subject, known among medical men as eczema. Its first appearance was near the ankles. It rapidly extended over the lower extremities until my legs were nearly one raw sore; from legs the trouble extended across the hips, shoulders and the entire length of the arms, the legs and arms greatly swollen, with an itching, burning pain, without cessation. Although the best medical advice attainable was employed, no less than five physicians of the place being consulted and the prescriptions being the result of their combined wisdom, the disease, though apparently checked, would recur in a few days as bad as ever; during its progress my weight fell away about twenty-five pounds. As an experiment I began the use of CUTICURA, following the simple and plain instructions given with the REMEDIES, and in four weeks found myself well, with skin soft and natural in color, the itching and pain entirely relieved. W. R. MEAD,
Editor Iowa Plain Dealer, Cresco, Ia.

Cuticura Resolvent

The new Blood and Skin Purifier, and greatest of Humor Remedies, internally (to cleanse the blood of all impurities and poisonous elements, and thus remove the cause), and CUTICURA, the great Skin Cure, and CUTICURA SOAP, an exquisite Skin Purifier and Beautifier, externally (to clear the skin and scalp and restore the hair), speedily cure every humor and disease of the skin, scalp and blood, with loss of hair, whether itching, burning, scaly, pimply and blotchy, whether simple, scrofulous, hereditary or contagious, when physicians and all other remedies fail.

Sold everywhere. Price, CUTICURA, 50c.; SOAP, 25c.; RESOLVENT, $1. Prepared by the POTTER DRUG AND CHEMICAL CORPORATION, Boston.

Send for "How to Cure Skin Diseases."

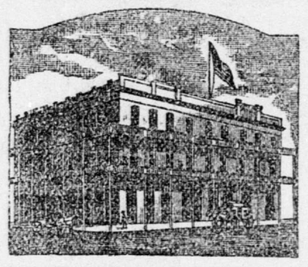
PIMPLES, blackheads, chapped and oily skin cured by CUTICURA MEDICATED SOAP.

FREE FROM RHEUMATISM.

In one minute the Cuticura Anti-Pain Plaster relieves rheumatic, sciatic, hip, kidney, chest, and muscular pains and weaknesses. The first and only pain-killing plaster.

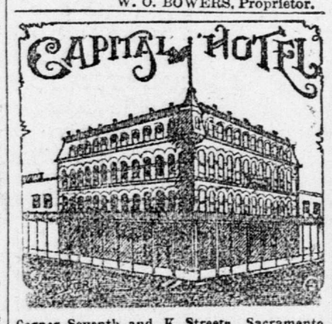
Hotels and Restaurants.

STATE HOUSE HOTEL.



CORNER TENTH AND K STREETS, SACRAMENTO. Best family hotel in the city. Most convenient and desirable location. One block from Capitol. Street cars pass the door. Meals, 25 cents. Free 'bus to and from the hotel. ROOD & JOHNSON, Proprietors.

GOLDEN EAGLE HOTEL,
Corner Seventh and K Streets.
STRICTLY FIRST-CLASS. FREE 'BUS to and from the cars.
W. O. BOWERS, Proprietor.



Corner Seventh and K Streets, Sacramento.
STRICTLY FIRST-CLASS. FREE 'BUS TO and from the cars. B. B. BROWN, formerly of the State House Hotel, Proprietor.

WESTERN HOTEL,
THE LEADING HOUSE OF SACRAMENTO, Cal. Meals, 25 cents. WM. LAND, Proprietor. Free 'bus to and from hotel.

NEW RESTAURANT.

MICHAEL DAWES, THE VETERAN cook and caterer, will open his new Restaurant on or about MONDAY, July 20th. An invitation to visit is extended.
304 K STREET. jy17-tf

ST. DAVID'S,
715 Howard Street, near Third, San Francisco.
A FIRST-CLASS LODGING HOTEL, CONtaining 200 rooms; water and gas in each room; no better beds in the world; no guest allowed to use the linen once used by another; a large reading-room; hot and cold water baths free. Price of Rooms—Per night, 50 and 75 cents; per week, from $2 upward. Open all night. R. HUGHES, Proprietor.
At Market-street Ferry take Omnibus Line of street cars for Third and Howard. TTS

BROOKLYN HOTEL,
BUSH STREET, BETWEEN MONTGOMery and Sansome, San Francisco, conducted on both the European and American plan. This Hotel is under the management of Charles Montgomery, and is the best Family and Business Men's Hotel in San Francisco. Home comforts, cuisine unexcelled, first-class service, highest standard of respectability guaranteed. Board and room per day, $1 25 to $2; single room, 50 cents to $1 per night. Free coach to and from the Hotel. TTSa

THE SADDLE ROCK
Restaurant and Oyster House
FIRST-CLASS HOUSE IN EVERY RESpect. Ladies' dining-room separate. Open day and night. BUCKMANN & CARRAGHER, Proprietors. No. 1019 Second street, between J and K, Sacramento.

PACIFIC HOTEL,
Corner K and Fifth Streets, Sacramento.
CENTRALLY LOCATED AND CONVENtient to all places of amusement. The best family hotel in the city. The table always supplied with the best the market affords. Street cars from the depot pass the door every five minutes. Meals, 25 cents.
C. F. SINGLETON, Proprietor.

TREMONT HOTEL,
MRS. P. BRYDING, Sole Proprietor.
NEWLY FURNISHED AND RENOVATED fine family hotel; a well-supplied table; airy rooms; terms moderate; accommodations excellent. 112 and 114 J street. apl-3m

INTERNATIONAL HOTEL,
320 to 326 K Street.
W. A. CASWELL, PROPRIETOR. BOARD and lodging by the day, week or month, at most reasonable rates. jy1-tf

Miscellaneous.

ORDINANCE NO. 280.

Granting the Right of Way to "Sacramento Railway and Improvement Company" to Construct and Operate a Street Railway Over and Along Certain Streets in the City of Sacramento, and to Extend the Privileges Granted to Said "Sacramento Railway and Improvement Company," to R. S., J. T. and G. W. Carey, to R. S. and G. W. Carey, and to Frank D. Meyers, by Ordinances Nos. 170, 202, 224, 225, 226 and 241, to Construct, Lay Down, Maintain and Operate Street Railways in Said City.

THE BOARD OF TRUSTEES OF THE City of Sacramento do ordain as follows:

SECTION 1. There is hereby granted to the "Sacramento Railway and Improvement Company," and its assigns, subject to the provisions of the statutes governing the City of Sacramento, the right to construct, lay down, repair, maintain and operate, for the term of fifty years from and after the passage of this ordinance, a single or double track street railway or railroad, with all necessary or convenient tracks for curves, turn-outs, switches, side-tracks, stations, turn-tables and appendages to propel cars thereon by wire rope or cable running under the streets moved by stationary steam engines, or by electricity or electric power, or by gas engine, or other motive power except moving steam engines, and to collect, receive and retain fares and compensation therefore for the use thereof, in, through, on, over, upon and along the following streets in the said City of Sacramento: Commencing at the intersection of K and Third streets; thence south along Third street to the intersection of Third street with O street; thence east along O street to Tenth street to connect with the present railway on O street.

SECTION 2. The rate of fare on such railroad or railway must not exceed five cents for a single fare.

SECTION 3. The grantee herein named shall pay to the City of Sacramento an annual license of five dollars in advance upon each car run and operated upon said railroad or railway, which shall license and entitle him to run, manage and operate said railroad or railway every day in the year.

SECTION 4. The grantee herein named may at any time abandon any part or portion of the franchise herein granted upon filing with the Board of Trustees of the City of Sacramento a written declaration of such abandonment, particularly describing the part or portion intended to be abandoned; and in the event of such abandonment, the grantee and its assigns shall within ninety days thereafter remove the tracks, rails, ties, poles, wires and other materials from such street, streets or portion of streets so abandoned, and place the portion of streets so abandoned in good order and repair like the adjoining portions of the street and to the satisfaction of the Street Commissioner, and if such work be not done by the grantee or its assigns, it may be done by the Street Commissioner at the expense of the grantee, his heirs and assigns.

SECTION 5. The rate of speed on said railroad or railway must not be greater than eight (8) miles per hour.

SECTION 6. The grantee herein named shall pay and be assessed for the costs of improving the portion of the street or streets embraced between the rails of the track or tracks of said railway or railroad and for two feet on each side thereof, and such assessment shall be a lien on against the franchise and railroad of said grantee from the date of such assessment, and may be collected in the same manner as other assessments for improving streets are collected, and said grantee and its assigns shall keep said portion of said street or streets constantly in good repair and flush with the street and with good crossings.

SECTION 7. The franchise hereby granted is granted upon the condition that said grantee and its assigns shall commence the construction of the street railway on said street within sixty days, and complete the construction of such railway within six months from the passage of this ordinance, and that when said railway is completed, the cars shall be run regularly and daily (inevitable accident excepted), over the whole of said road as often as once every fifteen minutes between the hours of seven o'clock in the forenoon and seven o'clock in the afternoon of each day, and a failure to comply with any of the terms and conditions hereof by the grantee, its successors and assigns, shall work a forfeiture of this franchise, and said grantee, its successors and assigns shall thereupon remove said railway and restore that part of said street made use of for the railway to its original condition, and leave the same in as good order and repair as the balance of the street and to the satisfaction of the Street Commissioner, and if such work of removal be not done within ninety days from and after such forfeiture by the grantee, its heirs or assigns, then it may be done by the Street Commissioner at the expense of the grantee, its successors or assigns, and the city shall have a lien upon such street railway and all the materials thereof for the expense of such removal and of repair of the street made necessary by the putting down or removal of such railway.

SECTION 8. Should the cars on said railway be propelled by overhead wires in connection with an electric system of motive power, then the overhead wires used as electric conductors shall be hung from cross-wires, and shall not be less than twenty feet, measuring vertically from the surface of the roadway, and shall be supported by a double line of poles, one on each side of the street; and the poles shall be smooth, well-painted wood, or round cast iron, and shall be painted before being set up, and said grantee and its assigns shall keep and maintain in good order and condition, at its own expense, the portion of the streets occupied by such poles, so that the same at the surface about the poles may be safe and convenient to travelers with teams and vehicles at all seasons of the year, and so that there shall be no obstruction to the proper flow of water along and over the gutters constructed at the places where the poles may be set up. And all such poles shall be set at such places along the inner curbing of the sidewalk as the Street Commissioner shall direct, and if by reason of setting up such poles it shall be necessary to alter the water courses, gutters, culverts or entrances to culverts, such changes or alterations shall be made at the expense of the grantee, its heirs or assigns.

SECTION 9. This ordinance is granted and accepted upon the express condition that the Board of Trustees of the city of Sacramento shall have the power at any time to inquire into the fact whether the system of motive power made use of to propel cars or the practical operation thereof, is a public nuisance, or dangerous to persons and vehicles, and the city of Sacramento expressly reserves the right to take all necessary measures whenever, in the judgment of the Board of Trustees of said city, it may become a public nuisance, to secure the abatement of such a nuisance and prevent the further use of such motive power; and the said grantee, its successors and assigns, shall within ninety days after the judgment or decree to that effect shall become final and after the service upon it of written notice, remove all poles, wires or other material that may be a nuisance or dangerous to life and property, and put the streets through which they were placed in the same condition in which they now are at the expense of said grantee and its assigns, under the superintendence of the Street Commissioner. In case the same is not done by the grantee and its assigns in the time limited therefor, then the Board of Trustees may cause the same to be done and the expense thereof shall be paid by said grantee and its assigns, and the city shall have a lien upon said railway within its limits for said payment. In case a judgment shall at any time be obtained to abate or to remove any public nuisance created by such system of motive power, the city of Sacramento shall be entitled to recover from said grantee and its assigns a reasonable attorney's fee, not exceeding $1,000, for services of its attorney paid by it, and such attorney's fee shall be entered in the judgment and shall be paid by the grantee and its assigns.

The said grantee shall have the right to accept the permission and privileges hereby granted, and agree to comply with all of the conditions upon which the same are granted within ten days after the passage of this ordinance, and shall file said acceptance with the Clerk of the Board of Trustees of said city, otherwise this ordinance shall be null and void.

SECTION 10. In addition to the powers and privileges granted by ordinances of the City of Sacramento, numbered 170, 202, 224, 225, 226 and 241, to the grantees therein named, said grantees and each of them, and their assigns, are hereby granted the privileges and right to propel cars upon the lines of railway or railroad in said ordinances named, by wire ropes or cables running under the streets, moved by stationary steam engines or by electricity or electric power, or by gas engines or motor, or other motive power, save and except moving steam engines, or horses, or mules, under the restrictions and conditions named in Section 4, Section 8 and Section 9 of this ordinance, and all parts of the ordinances in this section first enumerated in conflict with the provisions of this section are hereby repealed.

SECTION 11. The rights and privileges herein granted to said grantee, and its assigns, are granted upon condition, and if accepted by the grantee, are to be deemed as accepted by it upon condition that from and after one year from the passage of this ordinance said grantee, and its assigns, shall not have the right to use mules or horses as the motive power to propel the cars on the street railway herein provided for, nor on any of the street railways, nor on any of the streets mentioned in the ordinance referred to in Section 10 of this ordinance.

SECTION 12. The rights and privileges herein granted are accepted upon condition that the city of Sacramento may at any and all times make use, free of charge, of any or all the poles provided for in Section 8 hereof, to support any telegraph, telephone, electric light and fire-alarm wires belonging to said city, the use of the city to be such, however, as not to interfere with the use thereof by the grantee, its successors and assigns.

SECTION 13. This ordinance shall take effect immediately.

Passed July 20, 1891.

W. D. COMSTOCK,
President of the Board of Trustees.
J. D. YOUNG, Clerk. jy22-10t

Capay Valley Land Company.

CAPAY VALLEY!

The Earliest Fruit Land in the State

Equal in All Respects to the Famous Vaca Valley, Which it Adjoins.

UNPRECEDENTED TERMS.

INTEREST ONLY FOR FIVE YEARS AT 7 PER CENT.

Capay Valley is situated in Yolo County, about 90 miles by rail from San Francisco, and is traversed in its entire length by the Woodland, Capay and Clear Lake Railroad, the distance from Esparto to Rumsey being 21 miles.

The Capay Valley Land Company is offering the most fertile lands in this beautiful valley upon terms which enable the purchaser to pay for the land out of its own product, viz.: Interest only for five years at 7 per cent. The only condition imposed is, that a reasonable proportion of the land purchased shall be planted to fruit trees or vines. Land may be bought without this condition on payment of 20 per cent. cash and remaining 80 per cent. at the end of five years, with interest annually in advance at 7 per cent. The various tracts owned by the Capay Valley Land Company have been subdivided into 10 and 20-acre lots, which are for sale at prices varying from $50 to $150 per acre. Similar unimproved land in Vaca Valley has recently been sold at $400 and $500 per acre.

These Capay Valley lands are under the most favorable climatic conditions for the prosecution of profitable fruit growing, and the locality has proved itself to be one of the earliest in the State. The grape crop of 1890 from the company's vineyard at Cashmere was picked, dried and shipped to Chicago and Philadelphia before the Fresno County grapes were ripe.

The railroad passes through all of the tracts owned by the Capay Valley Land Company, thus insuring excellent shipping facilities; and land may now be purchased in the immediate proximity of either of the following stations: Capay, Cadenasso, Surrey, Guinda, Sauterne, Cashmere or Rumsey.

At many of these places fine orchards of the choicest and earliest varieties of peaches and apricots may already be seen, and during the coming season considerable additional acreage will be planted out. One of the recent sales made by the company was that of the Tancred Tract, containing 600 acres, to a colony association. This tract has been subdivided into forty holdings, all of which will be planted to fruit trees this season.

The fine orchards on the Guinda Tract, where 400 acres have been sold, are especially worthy of mention, and it is a significant fact that several of the blocks are owned by successful Vaca Valley fruit-growers, who expect to make their earliest shipments from here.

Too much stress cannot be laid upon the great advantage to the fruit-grower of being in an early locality. In most cases it makes the difference between success and failure. The industrious orchardist of Capay Valley may rest assured that he will derive all the benefits gained by the first fruit shipments of the season, and that 20 acres of this rich land, when the trees are in bearing, will yield a handsome and assured income.

The Capay Valley Land Company has an agent residing in the valley, whose duty it is to show the various tracts to land seekers.

Four townsites have been laid out in different points in the valley, viz.: Esparto, Cadenasso, Guinda and Rumsey. Town lots may now be purchased at reasonable prices and on easy terms.

The enterprising and flourishing town of Esparto is situated at the lower end of the valley, and $125,000 worth of substantial buildings have already been erected, including a fine four-story brick hotel, two large brick blocks and waterworks, with pipes laid in the streets, besides extensive warehouses and numerous residences. The town has a postoffice, school-house and a weekly paper, and the fine railroad depot contains telegraph and express offices.

Postoffices have also been established at Guinda and Rumsey. This latter place, situated at the head of the valley, is the present terminus of the railroad. The comfortable little hotel makes excellent quarters for hunters as well as land-seekers.

The advantages enjoyed by the settler in Capay Valley may be thus concisely summed up:

A soil of great fertility, yielding bountifully of every crop.

A soil and climate which will ripen all kinds of fruit and vegetables earlier than anywhere else in the State.

A climate perfectly adapted to the curing of raisins and drying of fruit without the aid of artificial evaporators.

A location that is central and close to markets. Railroad communication which enables shipments to be made quickly and cheaply. Lands which are sold cheaper and on better terms than anywhere else in the State.

FOR MAPS AND ALL INFORMATION REGARDING THE CAPAY VALLEY LANDS, APPLY TO OR ADDRESS

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A RARE OPPORTUNITY

Good Agricultural Land for $10 to $20 per Acre.

The Pacific Improvement Company has recently purchased twelve thousand acres of land in the heart of Tehama County, for the purpose of promoting subdivision and settlement. This land embraces lands from first-class Sacramento Valley agricultural land, to land of fair average quality, and is offered at from $10 to $20 per acre, in subdivisions of 40, 80, 120, 160 and 320 acres.

The terms upon which these lands are offered are especially attractive. They will be sold in subdivisions, as above indicated, by the payment of interest only for three years, at which time the purchaser can begin the payment of principal by paying the first of five equal annual installments. Thus no part of the principal is to be paid for three years, and then the purchaser is to have five years in which to pay five equal annual installments, with interest at the rate of 7 per cent. per annum, making payments extending over a period of eight years. Intending purchasers are assured that this is an opportunity to purchase land of fair average quality at $10 per acre, and good agricultural land at $20 an acre, with other grades of land at prices to correspond between these figures.

The assertion is frequently made that good lands, suitable for general farming, and especially adapted for fruit-growing, cannot be had in California for less than from $60 to $100 an acre. An examination of the land subject of this advertisement will prove to home-seekers that this is an opportunity for the purchase of good agricultural land at $20 an acre, and for qualities grading down to fair agricultural land at $10 an acre, on terms of payment which should make the disposition of these lands to actual settlers a result easy of accomplishment.

The primary object of the purchase of this body of land was the breaking up of a large holding for the purpose of promoting its settlement in smaller quantities and its devotion to diligent husbandry.

For further particulars, call upon or address WM. H. MILLS, Land Agent of the C. P. R. R., Fourth and Townsend streets, San Francisco, Cal.

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