SAN FRANCISCO AND THE INTERIOR.

Every Place in the State Should Have Equal Rights.

The Mistakes Made by the Traffic Association and Its Manager—Important Facts.

EDS. RECORD-UNION: The question of transportation is one of no little concern to the people of this State. What the Board of Railroad Commissioners of the State of California may or should do to accomplish the greatest good to the greatest number of people throughout the entire State, is now being agitated with more than usual force; and as the people of the entire State are interested in having those things done that shall redound to the best interests of the greater portion, if not all of them, it has been a surprise that some one having large financial and commercial interests at stake has not taken up the question in a common-sense business way, and made some effort to bring about such changes as may be necessary and practicable, keeping in view the rights of all parties.

Every resident of the State is directly interested in the matter of transportation. No single occupation is so closely associated with all classes. Therefore, that plan or mode of operating and governing lines or systems of transportation which will afford opportunity for profit to the owners and users of the lines respectively, is the plan or mode that should be adopted; and no fair-minded person will ask or expect anything more.

Congress, by the interstate commerce law, and several States, by local laws, have sought to solve the transportation problem by "long and short haul" provisions, and by "distance tariffs," which were considered the correct solution. In theory they do sound well, but how about the man who pays for the longest haul of the same article? The fact is, the "long and short haul" provisions and the "distance tariffs" only emphasize the difficulties.

One of the fundamental principles of this Nation is that all people shall be entitled to the same terms of taxation; and any substantial deviation from that rule would arouse opposition on all sides. If the farmer in Siskiyou were compelled to pay a tax of $1 on each $100 of value, while the farmer in Santa Clara paid but 50 cents, how long would he submit; and who would say he should submit? Is this not the situation with reference to mileage rates? Would not the first thing asked for if the Government controlled the lines be that all products should reach the same market at the same price? Even then the shipper most contiguous to large markets would have the advantage of time in getting to and from market; and is not that the only advantage he is entitled to?

The principal reason for the construction and operation of railways as against rivers and other waterways, is the fact that natural ways for transportation are arbitrary. Trade centers were geographically, not commercially, located; sections of the country calculated to maintain a large commerce were, by reason of location, unable to develop it. Railways have enabled commerce to be conducted wherever there was material, regardless of geography or topography. A few years since, the only custom houses and ports of entry for foreign commerce were on tide waters; now Denver, Omaha, Kansas City, St. Paul, Minneapolis, Chicago, Cincinnati, Nashville, Atlanta and many other cities more than one thousand miles from ocean communication are ports of entry; and it is simply a matter of enterprise to have the same privileges a thousand miles inland as at the spot most favored by nature in water communication.

Was this state of affairs brought about by applying the long and short haul or distance tariff rules? Not at all. It was brought about by the application of the law of supply and demand. Take the seaboard for instance, one place naturally as good as another, the only difference being in point of business energy and capacity, with territory available for population. When one of two or more places similarly situated, by enterprise in railway or other artificial traffic, attracted trade and was thereby enabled to deal on a larger scale than the others, it inevitably brought other facilities there by natural laws of trade and there was no difficulty in getting ships to take freight at a rate that would cover only half the expense and profit of a round trip, as there was a reasonable certainty of a return cargo, and thus one advantage added another, while to the equally good harbor without development of commerce it was necessary to charge enough to cover a round trip or such portion of it as would carry the ship to a commercial port of such character as would insure a return cargo. What is the result? The merchants in the undeveloped port find themselves unable to compete with their brethren, and in casting about for some reason they learn that goods are laid down in the other city at much less than to them, and they almost invariably attribute it to discrimination by carrier, when in fact the carrier is simply asking the same for his services there as he gets at the other place, the whole trip considered. But the average man, hopeful of his surroundings, will insist that the carrier must help develop his property, and claims that if the carrier will contribute others will come to them. They refuse to help themselves and blame others for not helping them, and among no class of people is that idea so deeply seated as in those who originally located along natural waterways. They commend themselves for having had the foresight to settle there when that was the only means of transportation, and they will not forgive men who were not of the same mind and disposition.

All the people cannot live in commercial or manufacturing centers, and of necessity some must live farther away than others. That is the basis of the problem. The buyer of farm produce does not pay the remote producer any more for his grain than he pays his nearest neighbor, but the remote producer must expend time and money for transportation to get the same price as the man at the suburbs, even if the matter of transportation be properly understood and adjusted.

If population were evenly distributed throughout the country, and if all land were equally desirable and were to be divided for the first time, possibly a scale of prices might be fixed so that those who received the land nearest commercial and trade centers should pay correspondingly higher prices for their land there would be an apparent adjustment; but it would be temporary and fictitious for the reason that the difference in localities and people makes it impossible to arbitrarily maintain the center of trade regardless of the changes and increase of population. As a matter of fact, in many instances, those who originally acquired the lands then adjacent to natural locations are remote from what are now trade centers, and they paid more for the same kind of land than was paid for land now adjacent to or occupied by prosperous cities, created by enterprise.

The logic of events is irresistible and will eventually impress itself upon those who seriously consider all the circumstances. The difficulty is in getting people to look at the situation fairly.

Originally, by reason of her waterways, San Francisco was the commercial center of the State, while at the same time the center of population and material development was far inland. The impetus given San Francisco by her favored location with respect to transportation, placed her in the lead in volume of trade, and in point of individual size that lead has continued. But the fact that her home market was found upon one side only, the other side covering the ocean, made her important only to the extent of her products by manufacturing and the business of commission and forwarding. Her geographical position is such that her ocean trade is in competition with the whole world. Her merchandising is of a character that does not offer special inducements for the producer to go there. Her manufactures are nominal. The construction of artificial highways has produced a number of points in the State, at which produce and manufactured articles meet more conveniently and profitably than at the larger city.

The remoteness of San Francisco from the manufacturing centers of the United States makes it a long haul to get there. Her remoteness from the producing area of the State, and the fact that the shipper of anything but grain must go out of his way to get to the best markets of the country, in order to patronize San Francisco even to the extent of having his forwarding business done, makes it practically impossible to do business with that city on as favorable terms as many other points in the State. The result is that the jobbing trade of San Francisco has suffered to the advantage of interior cities and the State at large. But from a line of reason peculiar to people working at a disadvantage, many of the merchants of that city have conceived the idea that there is something the matter with somebody else, and they assume that as their business has fallen off, it must be that something is being willfully done to injure them.

Among the first things to which they have given attention is the original one of transportation. As money paid for transportation is usually considered an expense, and as expense affects profits, they reason that it must be in that item; and to the end that it might be thoroughly and intelligently investigated, a traffic association was formed, and a manager, learned in the operation of transportation lines, was placed at its head. It seemed to be assumed that rates of transportation were the cause of all stagnation. It was also assumed that San Francisco was of necessity the trade and manufacturing center of the Pacific Coast; in fact, the primary position was that San Francisco was the initial and terminal point for the trade of the State. The points of production and consumption were immaterial.

With this for a basis, the Board of Railroad Commissioners of the State of California was requested to revise the transportation tariffs of the State, not that there was any specific objection in matter of discrimination, but because the jobbing trade of that city was languishing.

The Constitution of the State empowers the Board of Railroad Commissioners to examine the books of any and all persons engaged in the transportation of persons or freight, and to fix the rates to be charged. Not the rates to and from San Francisco, but for the entire State. They have done so, and the lists are public; if there are any inequalities or improper classification, they are determinable and susceptible of illustration by any one interested.

So long as all persons engaged in trade under the same conditions are charged the same rates, there is no just ground for complaint, for no one can complain of another for simply charging a high price for labor or material. That is one of the fundamental principles of trade—get all you can for what you have. If the price is too high you do not take it; if the high prices are caused by greed and results in an undue profit, competition is sure to be induced; and whenever large profits are made competition will inevitably result. It is only when one or more persons or localities are favored over their competitors similarly situated that injury is suffered. It is no ground for complaint that one point cannot have lower rates than another for the same service, simply because it will enable one locality to transact as much or more business than the other.

There are doubtless instances where the rates do not properly reflect the true situation; in such cases the Board of Commissioners have ample power to act if the carrier will not. But it is reason and common sense to believe that any carrier will try to make rates and accommodations calculated to carry everything possible which can be carried at a profit.

Having access to the books of the transportation companies, the Commissioners can and should consider the cost of construction and maintenance of all lines in fixing the tariff, as also the character and location of the subject of transportation; and that has doubtless been done; in fact, there could not be any other way. If the citizens of Yuba and Sutter, Kern and Tulare, and all other counties remote from San Francisco, had thought for a moment that the creation of a Board of Railroad Commissioners meant the arbitrary decision that San Francisco, or any other one place, was then and ever should be the sole and only initial and terminal point in this State in the matter of transportation rates, there never would have been any board, nor any authority by which the laws of trade and of nature should be set at defiance. On the other hand, the Board of Commissioners with their powers was created at the instance of the conservative and prudent element of the people—those who realized the danger of local influence, and the necessity for a safeguard alike to the carrier and the patron.

To that board all may go and have a hearing the same as to the courts; but it must be borne in mind that the board is the center of the balance; they must stand between, not upon one side.

It is a self-evident proposition that there cannot be a transportation line or system without the expenditure of money. While the expenditure of that money is voluntary on the part of the projectors, the expenditure or obligation to expend is a necessary prerequisite, and by every principle of right and justice investors are entitled to a fair return on their money, which is usually invested upon the business judgment of the investors, as it is rarely the case that lines of transportation are sure of profitable returns immediately upon being set in motion.

Under the laws of this and every other State in the Union, there are public highways upon which any person may travel or transport people or freight without any expenditure except for vehicles, motive power and their proper proportion of taxation. Transportation upon those highways, in the modes of conveyance usually employed, is open to everyone without terms or conditions, other than the possible exaction of a license fee and such inspection as the police power of the State may exact to insure the public against imposition and fraud by irresponsible parties. Then there are the navigable streams and waters of the State, upon which anyone may transport freight or passengers upon compliance with such regulations as may be deemed necessary for the safety of patrons and carriers with respect to the preservation of life and property.

But to the greatest number of people throughout this nation those artificial ways, the railroads, are the most important. In order that the lines of railway may be practicable, and that they may be built wherever needed, the people in each of the States have provided for the delegation of sovereign power to all persons or corporations desiring to construct and operate railways by enabling them to take such lands as they may really need for right of way upon their compensating the owners of the land, either by voluntary agreement or by due process of law; such delegation of power being made upon the ground that experience has shown the practicability of railways, and the location of inhabitants has created a demand for lines of travel and transportation that no other means could meet. In return for such delegation of sovereign power the people have reserved the right to regulate the rates of fare and freight upon the respective lines to which such power has been delegated. But regulation does not mean confiscation or loss.

The application and extent of the control over rates has created more dissatisfaction and complaint among more people than any other question that has arisen in this nation during the last twenty-five years, and it is to-day the subject of agitation throughout the Union. While ordinarily and in the long run, the American people can be depended upon to do the fair thing by all parties in any controversy, yet when the people as a class are ranged upon one side, and a creation of their own upon which they are largely dependent for life and profit is ranged upon the other side, the situation calls for a condition of mind and heart of a very high order if the destruction of the creature and consequent injustice be avoided. The best minds of the nation have long sought for some solution profitable to all; but the inexorable law of supply and demand, the selfishness of human nature, and the logic of events have thus far been irreconcilable.

It costs as much for the ties, iron and spikes on one mile of railroad as another; the only differences in cost is in roadway and bridges. But the shipper will not and should not be required to pay a penny more to have his freight hauled over a railroad that cost seventy-five thousand dollars per mile than he would have to pay to have it hauled over one that cost fifteen thousand dollars per mile, provided both roads have the same or equal terminals. Yet it is a fact that the topography of this country is such that producers in one part of it must ship over a road that cost five times as much as the other to get produce to market in competition with producers in the vicinity of the market hauled over a road that cost the minimum price, and that state of affairs must be fairly considered. The owner of the railway costing seventy-five thousand dollars per mile must pay as much for locomotives, cars and operatives as the owner of the road costing the minimum, and in some respects must pay more. He must pay as high a rate of interest as the other and get no more for hauling the same material. The price of produce and manufactured articles is fixed by the law of supply and demand; no legislative enactments fix terms or prices. No man charges the farmer with asking less for his produce in San Francisco than in Stockton or Sacramento. Why is this left open? Why regulate transportation charges? Why not fix the price of produce. That would not be submitted to; then what is the solution of it all? There must be some leveling done.

The law is well settled that transportation companies must provide the means of conveyance at regular intervals, and of such capacity as will accommodate all without delay. Steamers or trains of cars must traverse their entire route without regard to whether there is actually any freight or not. Often they have loads one way and none the other, yet the expense is the same. They must return each trip. If a locality is such that they are always loads both ways, undoubtedly the earnings are larger than if loaded but one way. In such instances the transportation companies should, in fact, do the work for less rate than if loaded but one way; but the distance tariff says no—a mile is a mile, a ton is a ton. It is proverbial that the localities having the least business or produce have the most to contend with. With less to sell and less to buy, and with more cost than anyone else, nothing is worse to them than the penalty of a distance tariff. But the man close to market says it is unfair to haul freight further than his place for the same money.

To the carrier, his investment is an entirety. So many dollars builds and equips so many miles of railroad or so many boats. It takes so many dollars to constitute a profit. It is immaterial as to where it is earned. But it makes a great difference to the shipper.

Is not the solution of it all dependent upon the law of supply and demand. With artificial highways those points at which the incoming and outgoing products can meet on the most favorable terms should be placed upon the same basis. Tariffs to and from those points should be established, such tariffs to be adjusted with a view to the character of the traffic. Revise the classification of freight so that a carload will embrace all material of the same nature and characteristics and make a carload the unit. It is a self-evident proposition that some of the terminal points will use and ship more than others, and in many instances people will be required to pass one terminal to reach another that is profitable to them, and if so they will go there because it pays them.

The manager of the Traffic Association, however, claims that the Board of Railroad Commissioners should at once arrange a tariff with San Francisco at the short end of all rates. The board, not having the same view as he, have been made the object of personal attack and abuse. Fancy a lawyer going into a court and writing a letter of general description of a case, handing it to the Judge and asking that a judgement theretofore rendered shall be set aside because the finding affected his client. This is the situation with respect to the Traffic Manager. Instead of going over the situation and if there are instances of objectionable rates by reason of classification or otherwise calling attention to them and asking to have them corrected, he takes the position that the transportation companies of the State are unwilling to earn money and that the Commissioners are aiding them in their suicidal efforts.

The trouble with the Traffic Association is its manager. In their endeavor to seek a remedy for the present stagnation in trade, it is unfortunate that they were led to employ a man whose opportunities justified a belief in his capacity, but whose record in fact shows his inability to cope with the only matters with which he has been intrusted. But his methods in this State show his impracticability. He offers vituperation for argument; accuses officers of actions, which, if established, would remove them from office in disgrace; talks of revising the organic law of the State; and for a climax, he suggests the injection of politics into business management. It is unfortunate that the members of the Board of Commissioners permitted their personal feelings to influence them to the extent of replying in kind to the manager's abuse, and it is hoped that there will not be a repetition of it.

The State of California, so far as the Railroad Commission is concerned, is a sovereign body; and the miner in Siskiyou or Inyo, as well as the merchant in San Francisco, is to be considered in making rates for transportation companies; and if the Commissioners or the transportation companies make rates that are injurious, any one interested can have a hearing and obtain redress.

When the manager of the Traffic Association charges that the Commissioners are venal and were elected for that reason, he charges the people of the State with venality; and if he feels that way he should remove himself from the danger of contamination at the earliest possible moment. The man who advocates a rate of freight that will enable one locality to have its material hauled by the doors of four-fifths of the people of the State to one point from which it shall again be hauled back toward the original starting point at a profit to the dealer therein, is a man who is not working for the benefit of the people at large.

An association of citizens in this State might, by a moderate expenditure, bring about changes in the tariff by showing in what respect, if any, there should be improvement, for while those engaged in the transportation business make it their study, experience shows that they do not always understand the true situation of the shipper, and that considerable effort is sometimes necessary to convince them, but intelligent action and specific details will accomplish the desired end.

But is the condition of trade in San Francisco the result of freight and passenger tariff?

In the first place, those who are complaining of the trade difficulties in particular localities should take a look over the State at large and observe the enlarged area of population and the shrinkage of mineral products. Note how many millions of dollars of gold were taken out annually in former time, and note the rapidly descending scale. Recall the immense number of men formerly employed at liberal wages, and compare that with the meager list and scale of today. The mining business was of a character that made money plenty, and men spent money freely. This shrinkage of the mining interest, the enlarged area of population, and the increased facilities for transporting material to and from new fields without affinity for the former terminals, will explain more than all the transportation tariffs in the State. Let the Traffic Association look into what traffic there is, what it is, and where it will naturally flow; then if there are improper conditions, specify them and ask for correction, and there is no doubt they will be corrected.

The Railroad Commissioners are not prosecutors, but judges; and when cases are made they can be forced to act if necessary; but there must be a case. If it is simply a question of exhorbitant charges and no relief can be had, then competing lines of transportation are the only solution; but so long as the entire traffic coming into and going out of this State does not crowd a single-track railroad, it is an evidence that there is not enough in it to offer very flattering inducements to others. Possibly the Traffic Association Manager can show his principals how to succeed that way, but he must make good his claims in order to sell stock and bonds. Strangers will not build lines of transportation into a State inhabited by a race of rascals, the chiefs of whom are in control of the transportation business.

I trust this letter has not been made too long, and that it will suggest to the minds of those more deeply interested some thought that may aid in accomplishing some substantial assistance to those in need of it through the medium of transportation. L. T. HATFIELD.

Sacramento, May 13, 1892.

Royal Baking Powder.

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder

ABSOLUTELY PURE

Real Estate Transfers.

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

Alfred Olson and wife to Mrs. Sarah Toll—East half of lot 1, L and M, Nineteenth and Twentieth streets, as her separate property.

N. J. and Sarah Toll to Alfred Olson—Lots 1 and 2, and south half of lots 3 and 4, U and V, Eighteenth and Nineteenth streets.

Alfred and Minnie Olson to Mrs. H. F. Miller—Lot 2, U and V, Eighteenth and Nineteenth streets.

Sarah Toll to N. J. Toll—North quarter of lot 5 and north quarter of east 55 feet of lot 6, P and Q, Fourteenth and Fifteenth streets, as his separate property.

J. L. and L. G. Siller to John Sartoretti—North half of south half of lot 5, and east 70 feet of north half of south half of lot 6, Q and R, Fifteenth and Sixteenth streets; $625.

Geo. E. Slocum and wife to John and Ellen Norton—North 40 feet of south 80 feet of lot 5, and north 40 feet of south 80 feet of east 20 feet of lot 6, Q and R, Third and Fourth streets.

C. W. Clarke and wife to Sol Waugenheim—Quit claim all interest in a part of Swamp Land Survey No. 967, on Grand Island.

Alfred and Annie Olson to John McGillivray—Lot 1, U and V, Eighteenth and Nineteenth streets.

J. B. Wright to the Central Pacific Railroad—Lots 1 and 2, A and B, Eleventh and Twelfth streets; two blocks, A and B, Twelfth and Fourteenth streets; block A and North B and Thirteenth and Fourteenth streets; also that portion of lots 1, 2, 3 and 4, C and D, Eighth and Ninth streets, lying north of the main track of the Central Pacific Railroad.

Eli Mayo to Mary La France—Quit claim lot 6, K and L, Sixteenth and Seventeenth streets.

Mary La France to Louisa Hummel—West half of lot 6, K and L, Sixteenth and Seventeenth streets.

Thos. Gardiner to Alexander Stevenson—Land in the northwest quarter of section 13, northeast quarter of section 14 and northeast quarter of section 15, township 7 north, range 5 east.

The Sworn Tormentors of the Inquisition.

What cared they for the groans of the victim as he lay stretched upon the rack? Yet people whose hearts are neither as hard as the nether mill-stone, nor whose fortitude is excessive, often have no pity on themselves—voluntarily incur lifelong torture by neglect. Rheumatism, the most agonizing and obstinate of complaints, is, perhaps, more frequently neglected in its incipiency than any other, the preliminary twinges being set down to the credit of "a cold in bones," which will pass away of itself. Singular fatuity—fatal delusion! Hostetter's Stomach Bitters is a potent safeguard against the terrible inroads of this insidious and dangerous malady—dangerous because of its proneness to attack the heart, the seat of life. Neuralgia is also effectually counteracted and relieved by the Bitters. Malaria, kidney complaints, debility, indigestion, biliousness, la grippe, loss of appetite and the inability to sleep are among the complaints eradicable with this genial corrective.

Berlin Cough Cure.

For coughs and colds and all lung and throat affections this article has superior merit. It is perfectly harmless, gives immediate relief and cures the worst cases in from two to three days. Indorsed by our best physicians. Try a bottle and you will always keep it. Price, 50 cents a bottle.

C. C. Liniment, the best remedy for aches and pains.

Compound Sulphur Powder, the most perfect laxative and cathartic known. Gives instant relief in cases of constipation, indigestion, piles, biliousness, liver troubles, rheumatism, gravel, etc., etc. A great blood purifier and pleasant to the taste. The W. H. Bone Company, San Francisco, sole proprietors. Kirk, Geary & Co., Sacramento, sole agents.

FOR anything in the musical line, from a jewsharp to a piano, try Hammer's Music Store, 820 J street. Largest stock; lowest prices.

WRITE to Cooper for everything in the musical line. 631 J street.

Boils.

Boils according to Dr. King, an eminent authority "are generally connected with derangements of the liver and stomach." While the older Sarsaparillas contain potash which aggravates eruptions, Joy's is peculiarly a stomach and bowel corrective, and is the only one that is so. Its regulating influences cause boils to dry up and disappear almost immediately. A case in point.

"I had boils break out on my neck. One had bursted. I took Joy's Vegetable Sarsaparilla and *in a few days the other boils had dried up.* In the spring of 1890 I took one of the other Sarsaparillas and the result was a mass of pimples. Hearing that Joy's was later and acted differently I used it this year with the above satisfactory results." J. NEWMAN, Alameda, Cal.

Formerly with the "Alta California," S. F.

Robt. Walsh, with Wells Fargo & Co., and scores of other San Franciscans report the same experience. It avoids the use of the lance

JOY'S Vegetable Sarsaparilla

As it is the only Sarsaparilla that purifies the blood without the ugly potash eruptions, insist on Joy's and don't be talked into taking another.

CLOSING OF MANY LINES

—IN THE—

RED HOUSE.

All Goods Marked Down to Net Prices.

TO-DAY!

Special Sale of the Following Lines:

LOT 1—Is 4 cases of Ladies' 50c Black Leghorn Flats for 25c.

LOT 2—Is 2 cases (30 dozen) of Ladies' Flats, open-work braid, made in Italy, bought to sell for 85c. We have marked the lot at 48c.

LOT 3—Is a lot of shapes of plain and fancy braids (Toques and Turbans). You pay in millinery stores from 50c to $1. We shall close them regardless of cost for 5c each.

LOT 4—Is 100 Fine Trimmed Hats, in black lace, and Fine Flats with Tam O'Shanter crowns. Also a lot of Fine Trimmed Imported Hats and Shapes of the very latest styles. We would refer you to our show windows for trimmings and styles.

Read the following list of goods to be found in our Fancy Goods Department. Here are some of the finest values you have ever seen. All marked at closing prices.

ON SALE TO-DAY.

LOT 5—Ladies' 50c Swiss Ribbed Vests for 25c.

LOT 6—Ladies' 95c Fancy-striped Batiste Blouse Waists, 65c.

LOT 7—Ladies' $1 Lace-front Fancy-striped Flannelette Sailor Waists for 75c.

LOT 8—Ladies' 75c Fancy-striped Flannelette Blouse Waists, lace front, for 39c.

LOT 9—Ladies' 50c Fancy-striped Flannelette Blouse Waists, lace fronts, for 35c.

LOT 10—Ladies' 25c Fast Black Lisle Thread Hose, finished seams, for 12½c.

LOT 11—Ladies' Fast Black Full-finished 50c Lisle Hose, 35c.

LOT 12—Ladies' Fast Black Full-finished Extra-heavy 75c Hose for 45c.

LOT 13—Ladies' 30c Real Balbriggan Hose, full finished, 20c.

LOT 14—Ladies' 25c Real Balbriggan Hose, full finished, 15c.

LOT 15—Ladies' 25c Fast Black Cotton Hose for 15c.

LOT 16—Ladies' 25c Scalloped, Embroidered and Hemstitched Handkerchiefs, 2 for 25c.

C. H. GILMAN, RED HOUSE.

DRINK "Arcade" NATURAL SELTZER WATER

THE FELTER CO. SOLE AGENTS

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—DEALERS IN—

Fine Wines, Liquors and Cigars.

HAVE YOU TRIED

PHŒNIX MILLS

WHOLE WHEAT FLOUR?

If not you are missing it. Everybody is delighted with it. For sale by all grocers in 10, 25, 50 and 100 pound bags.

BARWICK Is at last on top, and we are to have good spring weather. Now that this question is settled and hot weather will be here, procure your Summer Clothing at the

MECHANICAL CLOTHING STORE, 414 to 416 K St.

H. Marks, Proprietor. REMEMBER THE NUMBERS.

KLUNE & FLOBERG,

WATCHMAKERS AND JEWELERS, 428 J STREET, BETWEEN FOURTH AND Fifth, dealers in WATCHES, JEWELRY and DIAMONDS. REPAIRING in all its branches a specialty, under Mr. Floberg. Agents for ROCKFORD WATCH COMPANY.

H. WACHHORST,

LEADING JEWELER OF SACRAMENTO, AGENT FOR PATEK, PHILIPPE & CO.'S WATCHES—best in the world. SIGN OF THE TOWN CLOCK, 315 J STREET, Sacramento.

WM. B. MILLER, KEEPS ON HAND A FINE LINE OF DIAMONDS, WATCHES AND JEWELRY. Repairing of Watches and Jewelry made a specialty.

No. 628 J St., Sacramento, Cal.

SACRAMENTO LUMBER COMPANY, Dealers in Lumber, Doors, Windows and Blinds.

MAIN OFFICE—Second street, L and M. YARD—Front and R streets, Sacramento.

MONEY TO LOAN on Watches, Diamonds and Jewelry. Auction every evening. Unredeemed pledges. UNCLE IKE'S CAL. LOAN OFFICE, 302 K St.

WIRE SCREENS

For all sizes of

Doors and Windows.

The trade supplied in lots to suit at lowest rates.

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1016 to 1020 Second street.

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—IMPORTERS AND JOBBERS OF—

HARDWARE, IRON, STEEL, COAL, POWDER,

Agricultural Implements and Machines,

BARBED WIRE, CORDAGE, BELTING.

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DRUNKENNESS

Or the Liquor Habit Positively Cured by administering Dr. Haines' Golden Specific.

It can be given in a cup of coffee or tea, or in food, without the knowledge of the patient. It is absolutely harmless, and will effect a permanent and speedy cure, whether the patient is a moderate drinker or an alcoholic wreck. It has been given in thousands of cases, and in every instance a perfect cure has followed. It never Fails. The system once impregnated with the Specific, it becomes an utter impossibility for the liquor appetite to exist.

GOLDEN SPECIFIC CO., Prop'rs, Cincinnati, O.

48-page book of particulars free. To be had of Jos. Hahn & Co., Fifth and J Sts., Sacramento

Auctions.

Executor's Sale

—BY—

AUCTION.

Wednesday, May 18th,

AT 10 A. M., IN FRONT OF THE COUNTY Courthouse, I am instructed to sell Lot 3, C and D, Fifteenth and Sixteenth streets, 80x160 feet, with house, barn, chicken-house, fine fruit trees, berry bushes, flowers, shrubbery, etc.

TERMS—10 per cent. down, balance when confirmed by the Superior Court.

F. A. WALLACE, Executor.

FRANK D. RYAN, Attorney.

W. H. SHERBURN, Auctioneer.

AUCTION SALE OF REAL ESTATE.

BELL, GREER & CO.,

1004 AND 1006 J STREET, WILL positively sell to the highest and best bidder,

Wednesday, May 18th,

On the premises, at 10 A. M. sharp, and without reserve, the MOWE PROPERTY, northwest corner of Tenth and E streets, being the south half of Lots 5 and 6; contains a double dwelling, of six rooms in one and five in the other; lot 80x160.

This is a rare chance as a speculative investment, being in close proximity to the intended depot of the Southern Pacific Railroad. Streets all graded.

This sale is positive. Key at our office. Title perfect. [my17-2t] BELL, Auctioneer.

NOTICE OF SALE OF REAL ESTATE.

PURSUANT TO AN ORDER OF THE Superior Court of Sacramento County, dated April 15, 1892, in the matter of the estate of Mary Cody, deceased, the undersigned, the Administrator of the estate of said deceased, will sell on SATURDAY, the 28th day of May, 1892, at 10 o'clock A. M., at public auction to the highest and best bidder, the following described real estate, to-wit: West half of lot number one (1), in the block or square between M and N, Eighth and Ninth streets, in Sacramento City, County of Sacramento, State of California, and improvements thereon. The said sale will take place in front of the Courthouse door, at Seventh and I streets, in Sacramento City. Terms of sale: Cash gold coin, ten per cent. to be paid at time of sale, balance upon confirmation of sale by Superior Court. Deed at expense of purchaser. JAMES H. WOODS, Administrator of the estate of Mary Cody, deceased.

FRANK D. RYAN, Attorney for Administrator. my6-3w

Administrator's Sale of Real Estate.

NOTICE IS HEREBY GIVEN THAT IN pursuance of an order of the Superior Court of the County of Sacramento, State of California, made on the 29th day of April, 1892, in the matter of the estate of BARNET BAKER, deceased, the undersigned, the administrator of the estate of said deceased, will sell at public auction to the highest bidder, or bidders, for cash in gold coin of the United States, and subject to confirmation by said Superior Court, on SATURDAY, the 28th day of May, 1892, at 1 o'clock P. M., on the premises, as hereinafter described, at Painterville, County of Sacramento, State of California, all the right, title, interest and estate of said Barnet Baker at the time of his death, and all the right, title and interest that the said estate has, by operation of law, or otherwise, acquired since his death, in and to all that certain lot, piece or parcel of land, situate and being in the County of Sacramento, State of California, bounded and described as follows, to wit: About one acre of land in section five, township five north, range four east, M. D. M. and bounded on the north by the lands of George A. Smith, on the east by the lands of Levi Painter, on the south by the lands of Frank Nunes, and on the west by the Sacramento River, being the north half of the same land conveyed by deed to Mrs. C. A. Baker from Hilder Charlotte Anderson, and recorded in Book 114 of Deeds, page 304, Sacramento County Records.

Terms and conditions of sale: Cash, gold coin of the United States; 10 per cent. of the purchase money to be paid to the undersigned on the day of sale, balance on confirmation of sale by said court. Deed at the expense of purchaser. GEORGE F. BRONNER, Administrator of the Estate of Barnet Baker, deceased.

W. A. GETT, Attorney for Administrator. Dated April 29, A. D. 1892. my5-td

Liquors, Wine, Beer, Etc.

EBNER BROS.,

116-118 K Street, Front and Second, Sacramento,

IMPORTERS AND WHOLESALE DEALERS in Wines and Liquors. Agents for the celebrated Pommery and Greno Champagne.

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IMPORTER AND WHOLESALE DEALER in Fine Whiskies, Brandies and Champagne.

CAPITAL ALE VAULTS, 302 J STREET, 1005 Third street. NAGELE & SVENSSON, Proprietors. The finest lunch in the city, 11 A. M. to 2 P. M. Best of Wines, Liquors and Cigars always on hand. Clam Chowder and Mussel Soup every night. Telephone No. 38.

DON MARVIN!

Five-Year-Old Record, 2:28.

DON MARVIN IS A BEAUTIFUL SEAL-brown, foaled 1884; bred by Senator Leland Stanford, Palo Alto, Cal.; is 16 hands high and weighs 1,200 pounds; sired by Fallis, 2:23 (sire of four in 2:30 list), he by Electioneer. Dam, Cora (dam of Don Marvin, 2:28, and Elected [trial] 2:26), by Don Victor (sire of the dams of five in the 2:30 list) by Belmont. Second dam, Clarabel (dam of Clifton Bell, 2:24½, and Rebecca, dam of four in 2:30 list) by Abdallah Star. Third dam, Fairy (dam of Stoner Boy, 2:29½, and Sweepstakes, sire of 22 in the 2:30 list, and three other producing sires and dams) by Rysdyk's Hambletonian. Fourth dam, Emma Mills (dam of four horses that have sired 2:30 performers) by Seely's American Star.

DON MARVIN will make the season of 1892 at $40, with usual return privilege, which makes him the cheapest horse in the State, record and breeding considered, having what no other public stallion has on the coast—four producing dams. For further particulars or complete circulars address CHARLES I. LOWELL, 1623 I street, Sacramento, Cal.

Colts broke and handled for speed.

SHERWOOD HALL NURSERIES,

Timothy Hopkins,

MENLO PARK, SAN MATEO COUNTY, CAL.

Carnations, Roses, Chrysanthemums and Cut Flowers.

SWEET PEA SEED A SPECIALTY.

IN THE SUPERIOR COURT, STATE OF California, County of Sacramento.—In the matter of the estate of ANDREW J. CURRY, deceased, notice is hereby given that FRIDAY, the 27th day of May, 1892, at 10 o'clock, A. M. of said day, and the courtroom of said court, at the Courthouse, in the City of Sacramento, County of Sacramento, and State of California, has been appointed as the time and place for proving the will of said Andrew J. Curry, deceased, and for hearing the application of F. A. C. Nichols for the issuance to him of letters testamentary thereon. Witness my hand and the seal of said court, this 11th day of May, 1892.

[SEAL.] W. W. RHOADS, Clerk.

By J. F. DOODY, Deputy Clerk.

F. D. RYAN, Attorney for Petitioner. my13-10t

IN THE SUPERIOR COURT, STATE OF California, County of Sacramento.—In the matter of the estate of C. H. KREBS, deceased, notice is hereby given that FRIDAY, the 20th day of May, 1892, at 10 o'clock A. M. of said day, and the courtroom of said court, at the Courthouse, in the City of Sacramento, County of Sacramento, State of California, has been appointed as the time and place for proving the will of said C. H. Krebs, deceased, and for hearing the application of Charlotte Krebs for the issuance to her of letters testamentary thereon. Witness my hand and the seal of said court, this 9th day of May, 1892.

[SEAL] W. W. RHOADS, Clerk.

By J. F. DOODY, Deputy Clerk.

W. A. GETT, JR., Attorney for Petitioner. my10-10t