

DAILY RECORD-UNION

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THE WEEKLY UNION, In the cheapest and most desirable Home News and Literary Journal published on the Pacific Coast. The WEEKLY UNION per year, \$1 50

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Los Angeles.—Ecclectic Book Store, corner Second and Main streets. SAN DIEGO.—Emmal & Co., 560 Fifth street. SONTAGO.—Hopkins & Cox, Coronado Hotel.

SANTA BARBARA.—Hassinger's News Depot. FRESNO.—C. T. Carley, 1111 J Street. SANTA CRUZ.—Cooper Bros., News Depot.

Also, for sale on all Trains leaving and coming into Sacramento.

The RECORD-UNION and WEEKLY UNION are the only papers on the Coast, outside of San Francisco, that receive the full Associated Press dispatches from all parts of the world.

The "Record-Union" at the Summer Resorts. Subscribers to the RECORD-UNION who visit the Sea Coast and Mountain Resorts during the summer, can have the paper sent to their address on the same terms as in this city.

Weather Forecast. Official forecast for the twenty-four hours ending at midnight, June 29th: Northern California—Fair, but partly cloudy and foggy weather, with showers in the mountains in the southern portion; southwest to north-west winds, fresh to brisk; stationary, except cooler in central and eastern portions, and warmer along the central coast.

"RAILROAD BAITING." Both the Los Angeles Express and the Los Angeles Herald under this expressive title, refer lengthily to the silly habit of scolding the railroads, into which a certain class in California appears to have fallen.

The Herald says that this scolding and baiting as manifest in the newspapers "is unprofitable and indelible." The Express adds:

Had our contemporary gone a step further, and added that political parties in want of an issue are given to the same habit of "baiting" through their platforms and campaign speakers, it would not have overstepped the truth.

It certainly is true that when local political issues narrow to such inconsequence that the blood cannot be stirred by them, the attempt is frequently made to quicken the public pulse by assailing railroad carriers, and charging all ills felt by communities to their account.

Nothing is easier than to attempt to inaugurate an anti-railroad campaign; it is a task of a very different character to maintain it. Nor is it at all difficult for a political convention to resolve that it is "absolutely essential to the promotion of the commercial interests of California that a competing railroad shall be introduced within her borders."

But just what, as the Express puts it, this has to do with a political platform sensible people fail to discover. Railroads are not built by political revolutions; commercial distress is not relieved by the voicing of political clap-trap.

The RECORD-UNION has pointed out very clearly what the proper method is to secure the building of a competing railway. It is easier far than the engagement of traffic associations with political demagogues to bait existing roads and hater invested capital until it becomes weary of well-doing. It is so simple, indeed, that all it calls for is the release of San Francisco's hoarded capital into channels of outside activity.

A competing railway is to be built on firmer foundations than resolutions and paper. It calls for investment, for the exercise of capital for the stimulation of interior industries, the bringing of lands into the higher states of productivity by subdivision, and the general encouragement that San Francisco capital can give by recognition of interior advantages and industrial and developing schemes.

The recent national manifestation in San Francisco, indicating that there has at last been an awakening upon this subject, is of infinitely more importance to the State, and gives greater assurance of a competing road being constructed and interior resources further developed by the activity of unshackled San Francisco capital, than ten thousand resolutions passed by as many political conventions.

"Railroad baiting" will not encourage outside capital to invest in California development through the agency of railway building. Other people will not build railroads for us, with the apparent certainty that they will be cursed for their pains and told that they are too ignorant of the laws of transportation, or too insensible to honesty of purpose, to deal fairly with a people upon whose prosperity their own must be dependent.

The Express puts it thus: "If San Francisco wants another transcontinental railroad it must go ahead and build it. No one is building it, and it has plenty of money to accomplish the work, if its men of wealth will shell out. It will never be done by passing resolutions in political conventions, nor will resolutions attacking and 'baiting' the only railroad which it now has a very great inducement to the outside capitalists to build another."

This is a blunt but forcible way of putting it. The RECORD-UNION has discerned in the recent disposition of San Francisco to cease growing and go to working, great possible good for the State, and has, therefore, hailed the evidence of intention to break away from the cumbering traditions that have made San Francisco a sponge, absorbent of all things and a giver of none, with pleasure.

For out of the activity of San Francisco capital in the effort to build a competing transcontinental road will grow of necessity investment in interior enterprise; the capital that launches, as is proposed, will carry with it conservative energy to people the idle lands, to encourage irrigation schemes, to build up manufacturing interests, open up mining sections now inactive, and generally to develop resources waiting the touch of this magic wand.

In short, when action takes the place of growling, investment supplants scolding, and encouragement of home interests rises superior to railroad baiting and political demagoguery, California will have witnessed the dawn of a new era, in which there will be no place for traffic associations with their declared but ill-disguised purposes of crushing out interior trade competition, and the hope of maintaining an impossible San Francisco prerogative of distribution of supplies.

UNPARDONABLE SUPINENESS. No steps have yet been taken on the part of those most deeply and immediately interested, to bring about consultation and action upon the levee improvement question. It can scarcely be possible that business men and property owners are insensible to the facts. That the truth is such as to awaken the liveliest concern in the minds of all who comprehend it, seems to be beyond question. Even if disposed to pass over the matter in hand in silence and with indifference, Sacramento will not be permitted to do so. The interior press will speak of it, and to our harm, if we do not take it up and put danger wholly out of the question. The Woodland Mail of last Saturday, in the course of a lengthy article, refers to the gorge in the river, the light rainfall of the season, the high water here and the low water above and below the city, and then speculates upon the probable, had there been heavy rains, high water on the Colusa reach of the river, and high water below us, and, we might add, high water in the American. All these things are more or less likely to occur; it would be simply in the natural course of things that rainfall should be heavy up and down the valley, and that all the streams should be high at the same time. In that event, with such a choke in the river as is now experienced, and which was a menace but a little over a month ago, the danger to this city would be alarming. It is now simply a question whether or not we will raise about a mile and a half of levee to such a height, and so face its parts most exposed to wash, as to make the possibility of any trouble because of high waters and a choked stream a matter of no consequence to us. If the work is done it must be planned now, entered upon within a few weeks, and made complete and hard-packed before the first fall of winter rains. For all which there is barely time. The RECORD-UNION has now thrice called attention to this matter, and has not stated conditions as strongly as the actual facts justify. If now the authorities and people remain unmoved, this journal at least will have done its duty, and cannot be charged hereafter with failure to point out the danger to which the city is exposed; is a danger not at all fanciful, one that is not a particle exaggerated, or that can be pooh-poohed and put aside on trust and the theories of old-timers, since it is, as has well been said, an undeniable and absolutely new condition that confronts us, not a theory. Against such a condition the ideas and theories of early settlers and optimistic people will not avail.

IN THEIR OWN HOUSEHOLD. San Francisco should endeavor to build up her trade in the same way as Liverpool, London, Hamburg and other great and successful seaports have built up trade. The merchants should look for new markets, and sailing vessels looking for new markets, endeavoring to press our products in every direction. Liverpool, without a title of the natural advantages of San Francisco, has been made by the energy of her citizens one of the greatest trading marts in the world. San Francisco should at least make the most of the advantages that she possesses.

While the RECORD-UNION has repeatedly said the same, only with more vigor, and therefore has had its motive impugned, it happens that the rather timid expression quoted above comes from the San Francisco Examiner, which claims to be an exponent of public opinion in the metropolis and a leader in metropolitan journalism. The truth is this, however, upon which the RECORD-UNION has so many times dwelt. When that truth sinks deep into the souls of the merchants of that city it may spring up in the form of new growth, and bear fruit that will work the removal of the reproach that these gentlemen are not now true merchants, but as some of their own people have designated them, shop men and peddlers.

NOTE AND COMMENT. The Willows Review has entered upon the third year of its life. It is a new paper, devoted to local interests and yet broad-minded enough to embrace State advancement in the scheme of its purpose.

Lee R. Steele has become editor and general manager of the Weekly Budget, published at Lodi.

The Lodi Sentinel has entered upon its twelfth volume. It is a vigorous paper and deserves support from the people of the upper San Joaquin Valley.

Scolding the Railroads. [Los Angeles Herald, June 29th.] The most unprofitable as well as indefensible mode of warfare upon our great railroads is the indiscriminate scolding done by and through some newspapers. A curious and instructive illustration of this is seen in the cry against the rail-

roads in the Northwest as to the rates of wheat shipment. It seems that all the region around Minneapolis is aroused over the fact that a great milling and shipping center is threatened by Duluth and other lake ports, and demands are made upon the railroads to make such rates as will insure that city and region against injury from new rivals.

After discussion of the real facts in the case, the New York Nation is moved to protest against the wholesale onslaught upon railroads, concluding an elaborate editorial with these wise and pointed words:

"It is useless as well as economically wrong to put the blame for this conclusion upon the discriminating rates of Minneapolis railroads, for these rail carriers did not make Minneapolis an inland city, nor did they cause North Dakota wheat to grow so near Duluth. In short, the railroads are not themselves the discriminators, but only the registers of the discriminations of nature and commerce."

On a par with this plain is the occasional sensible denunciation of the men who are maintaining and extending the Pacific Coast facilities. For instance, in a recent number of a San Francisco journal we are made to read a statistician has figured out that the failure of the State to take a leading place is because the Southern Pacific Railway has discriminated against the products "of the broad pasture grounds and fertile valleys for agriculture."

Now, is it unjust or unfair to remark that the whole party—even including the leading citizens of Nevada—was settled upon quite another cause of that region's decline, namely, its neglect of its natural resources outside of mining, and even that subjected to the worst terms and phases of speculation? And add to this the fact that nearly all the money that was made in the State has been taken out of it, and that, therefore, policies in wrought the most direful effects, and we have plain cause for loss of prestige and population, but is not meant unkindly.

It is a fact, made conspicuous by the recent famous controversy in that State over the proposed constitutional amendment authorizing a State lottery to secure revenue to carry out the same, that it was then discovered and widely published that salaries were so great and offices had so many, that the civil list called for about two-thirds of the amount of money necessary to run the great State of Ohio.

It is not doubted that Nevada has fertile valleys and that some work is being done in them. It is perhaps true that freight rates are too high to make farming in those valleys profitable; nor is it impossible or unlikely that some of the valleys may be unequal. But we can never have any wholesome consideration of such a matter until we realize that all criticism must be intelligent and directed to the right place, and that the railroads are really responsible for, and then seek a remedy.

The World's Fair—The Chicago "Inter-Ocean." This great weekly and the WEEKLY RECORD-UNION are for \$2 per year, or the DAILY RECORD-UNION for \$5 per year. All about the great World's Fair will be elaborately treated in the Inter-Ocean. Can be had for this price only by subscribers to the RECORD-UNION and WEEKLY UNION.

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WINDSOR UNDERWEAR.—Dr. Warner's Windsor Underwear, made of 7-8 fine camel's hair, the remainder of Sea Island cotton, making a choice, desirable garment, and at the price they are an excellent value. \$1 50 each.

HALE BROS. & CO. GAS ENGINES. The latest and best invention for Pumping, Spraying Fruit Trees, Running All Kinds of Machinery, Electric Light Plants, etc.

TATUM & BOWEN, 94 and 96 Fremont Street, SAN FRANCISCO, CAL. R. A. OLMSTEAD & CO., WHOLESALE AND RETAIL DEALERS.

DRUNKENNESS. Or the Ignorant Habit of Intemperance Cured Golden Specific. It can be given to any man, or in food, without the knowledge of the patient. It is a cure, whether the patient is a moderate drinker or a heavy one, and it is a cure, whether the patient is a heavy one or a moderate one.

Special Notices. PAINFUL EXTRACTOR OF TEETH by use of local anesthetic, DR. WELDON, Dentist, Eighth and J streets.

BETTER LATE THAN NEVER. "Don't put off until to-morrow what can and should be done to-day." It is wise, if you have never used WELDON'S, get a bottle and begin to use it at once. "Verbo, sap."

FAST TIME TO THE EAST.—The Atlantic and Pacific Railroad (Santa Fe route) is now open to the East from Kansas City, St. Louis, and twenty-four hours shorter to Chicago, than the former route. Sleeping Cars to Chicago every day without change. Personally conducted excursions every Wednesday, Friday, and Sunday.

MRS. WINSLOW'S "SOOTHING SYRUP." has been in use over fifty years by millions of mothers for their children, with perfect success. It soothes the child, softens the gums, allays the pain, cures colic, regulates the bowels, and is a remedy for diarrhoea, whether arising from teething or other causes. It is a safe and reliable remedy in every part of the world. Be sure and ask for Mrs. Winslow's Soothing Syrup. Twenty-five cents a bottle.

THE BUSINESS OF THE OLD FIRM OF G. W. CHESLEY & CO., L. ELKUS, Trustee, is now located with us, and their patrons, both in the city and county, are kindly invited to place their orders with us as their successors.

THE FELTER COMPANY. A DELIGHTFUL RESORT—DON'T FAIL TO VISIT THE BEAUTIFUL GARDEN OF THE UNION BRIDGE, adjoining the Swimming Bath. Lovely fountains, playing fountains, beautiful arbors, with tables and chairs for the accommodation of ladies and children. Fine table play, and the purest, coolest and best lager in the city. JACOB GIBERT, Proprietor.

Gale Bros. & Co.

Try the new Perfumes and Toilet Waters made by Delettrez, Paris. NEW. Something new in Shelf Paper comes extra wide and long, made of a fine quality of paper. In all colors. Price 10c per package. Gold Paint, 10c per bottle. A good assortment of Hammocks at 95c, \$1 35, \$1 65, \$1 75, \$2, \$2 50, \$3 and \$3 50. GENTS' UNDERWEAR. An extra good quality at \$1 per garment is a natural gray and plain white, light weight wool. Nice and comfortable and always gives satisfaction. Gauze Balbriggan Undershirts, 25c. WINDSOR UNDERWEAR.—Dr. Warner's Windsor Underwear, made of 7-8 fine camel's hair, the remainder of Sea Island cotton, making a choice, desirable garment, and at the price they are an excellent value. \$1 50 each.

HALE BROS. & CO. RAILROAD TIME TABLE. SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM) MAY 2, 1892. TRAINS LEAVE AND ARE DUE TO ARRIVE AT SACRAMENTO:

Table with columns: LEAVE, TRAINS RUN DAILY, ARRIVE. Lists various train routes and times to and from Sacramento.

PROPOSALS FOR THE PURCHASE OF IRRIGATION DISTRICT BONDS. SEALED PROPOSALS WILL BE RECEIVED AT THE OFFICE OF THE BOARD OF DIRECTORS OF VINELAND IRRIGATION DISTRICT, AT THE VINELAND, IN LOS ANGELES COUNTY, STATE OF CALIFORNIA, UP TO 12 O'CLOCK P. M. OF THE 29th DAY OF JULY, A. D. 1892.

NOTICE OF BOND SALE. PURSUANT TO A RESOLUTION OF THE BOARD OF DIRECTORS OF TIPTON IRRIGATION DISTRICT, DULY GIVEN AND MADE ON THE 7th DAY OF JUNE, A. D. 1892, NOTICE IS HEREBY GIVEN THAT SAID BOARD OF DIRECTORS HAS RESOLVED TO ACQUIRE THE BEST BIDDERS OF SAID IRRIGATION DISTRICT TO THE AMOUNT OF \$250,000, BEARING INTEREST AT THE RATE OF 6 PER CENT PER ANNUM, PAYABLE SEMI-ANNUALLY, ON THE 1st DAY OF JANUARY AND JULY OF EACH YEAR, ON THE PRESENTATION OF THE INTEREST COUPONS AT THE OFFICE OF THE TREASURER OF SAID DISTRICT.

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Miscellaneous.

LAIES Your time is limited, and only a few days remain in which to take advantage of the low prices now offered at our REMOVAL SALE. Our stock of MILLINERY GOODS Cannot be excelled in Sacramento, and it behooves intending purchasers to call and inspect. MRS. F. SULLIVAN, 505 J Street, Will remove to 519 J street on July 1st.

THE STRUGGLE For national supremacy is now waging between the political factions, but our CUT SALE Has captured the public. All recognize that we lead and that we are offering goods at prices that astonish them. READ THESE BARGAINS.

UPHOLSTERY DEPARTMENT. LACE AND CURTAINS PORTIERES. Ecru and White Nottingham. Curtains in a large variety of new and handsome patterns. Prices range from \$1 to \$15 per pair.

Irish Point Lace Curtains, \$4 50, \$7, \$10 and \$15 a pair. Elegant designs in Brussels Point Lace Curtains at \$6 50 to \$20 per pair.

Extra fine designs in Imported Oriental Lace Curtains at \$22 50, \$25 and \$30 per pair. These are a particularly rich, handsome Curtain and come in beautiful patterns.

Chenille Portieres with tassel fringe and handsome border at top and bottom. Prices, \$5 to \$20 per pair. Figured Silkline Sash Curtain Drapery, 30 inches wide, at 12c, 16c and 20c per yard.

Complete assortment of Window Shades of all kinds.

HALE BROS. & CO. AUCTION SALES. BELL, GREER & CO. AUCTION SALES. AT 10 A. M., of HOUSEHOLD FURNITURE, HORSES, WAGONS, HARNESS, OR ANYTHING THAT IS BROUGHT TO SALESROOM FOR SALE.

WEDNESDAY JUNE 29 1892. At Cincinnati to