HICKSVILLE ROAD CONTEST CLOSED.

The Supervisors Order the Old One Abandoned.

Ferry Franchise on Old River Granted —Bridge Contract Awarded to E. E. Barry.

Lawyer Willetts of San Francisco appeared before the Supervisors yesterday, at the opening of the August session of the board, and submitted a petition asking that body to certify to the Register of the United States Land Office the fact that upward of $2 per acre had been expended for reclamation purposes in Reclamation District 553, on Tyler Island. The necessary proofs were filed and the board made the order instructing the Clerk to prepare the certificate desired.

Until action of this kind is taken the owners of swamp and overflowed lands cannot obtain patents therefor.

Thomas Hague wanted the board to change a road near the river and Y-street levees, outside the city limits. He was referred to the Trustees of Reclamation District No. 535.

GRAND ISLAND MATTERS.

A petition was received from A. Lauritzen for a franchise to maintain a ferry on Old River, near Rio Vista. It was laid over until afternoon and was then granted.

The report of the viewers appointed to examine the road petitioned for on Grand Island, between Swamp Land Surveys Nos. 311 and 312, was read. The report showed that the total damages asked for amount to $544 70, or at the rate of $40 per acre for the land, which is the highest assessed valuation.

The report of the viewers was adopted, and the road declared a public highway.

THE HICKSVILLE ROAD.

The board then took up the matter of the Hicksville road contest, the question being upon the granting or refusal of the petition for the abandonment of the old road from the Hicks grade to the former village of Hicksville, a distance of about a half-mile. The matter had been previously argued and all the facts—and many things that possibly were not facts—laid before the board.

At the July session of the board the District Attorney was requested, on motion of Supervisor Jenkins, to give an opinion in the matter, especially as to whether, in case the road should be abandoned, Mrs. Valensin would be entitled to the strip of land it embraces. Mr. Ryan's opinion was read to the board, as follows:

THE LAW ON THE SUBJECT.

SACRAMENTO, August 4, 1894.

The Honorable Board of Supervisors of Sacramento County: Relative to the power of the Board of Supervisors to abandon part of the public highway near Hicksville, in Sacramento County, I find the following provisions of the law applicable to the subject:

Section 2618, Political Code. "In all counties of this State public highways are roads, streets, alleys, lanes, courts, places, trails and bridges, laid out or erected as such by the public, or if laid out and erected by others, dedicated or abandoned to the public, or made such in actions for the partition of real property."

Section 2619, Political Code. * * * "All public highways once established shall continue to be public highways until abandoned by order of the Board of Supervisors of the county in which they are situated, or by operation of law, or judgment of a court of competent jurisdiction."

Section 2643, Political Code. "The Boards of Supervisors of the several counties of the State shall have general supervision over the roads within their respective counties, and must by proper order" * * *

3. "Abolish or abandon such as are not necessary."

The provisions of the code which I have just cited are fully considered by our Supreme Court in the case of Keena vs. Board of Supervisors of Placer County, 26 Pacific Reporter, 615.

The court in this case sustained an order of the Board of Supervisors abolishing part of a public highway. It follows from the provisions of these sections and the case cited, the Board of Supervisors may, whenever it finds a public highway no longer necessary for the public use, by order, abandon such highway.

The procedure for the abandonment of a public highway is found in Section 2681, Political Code, and following sections. It is upon a petition of ten freeholders, the appointment and report of viewers, a subsequent hearing of the board of the matter, as is required upon a petition for the opening of a public highway.

In the case before this board this procedure has been had. It is now in order for the board to determine by its vote whether the road in question shall remain a public highway or be abolished and abandoned.

The question has been asked whether or not damages could be allowed to a person shown to be injured by the granting of the petition. If the viewers so report, or it is made apparent to the board by proof, I am of the opinion the board may allow damages the same as in the case of the opening of a public road.

It has also been asked what becomes of the land embraced in the road when it is closed. Section 2631, Political Code, provides: "By taking or accepting land for a highway, the public acquire the right of way, and the incidents necessary to enjoying and maintaining the same, subject to the regulations in this and the Civil Code provided."

The abolishing of the road as a public highway would, so far as the county is concerned, leave the title to the land in the original grantors or owners and their successors, free of the easement or incident of right of way heretofore enjoyed.

In other words, the county having no other title than a right to use the land as a public highway now, by order of its Board of Supervisors, abandons that privilege. FRANK D. RYAN, District Attorney.

Supervisor Jenkins was not satisfied, however, with the District Attorney's opinion. He said the only object in abandoning the old road would be to restore to Mrs. Valensin what she claims to be her property, but if such abandonment would not effect that result, and only cause expensive litigation over the land embraced in the roadway, he could see no use in abandoning the road. He thought the District Attorney should have given his opinion on this point, so that the board members might understand the effect of any action they might take.

Supervisor Todd held that it was no business of the board to meddle with the matter of the ownership of the land involved. The county did not need the two roads now running parallel a few hundred yards apart, and one should be abandoned. As to the title to the land, that was a matter for the disputants to settle among themselves, by lawsuit or otherwise.

Chairman Morrison here remarked that the noon hour had arrived, and if there was to be a resumption of oratory on the subject the matter would have to go over until the afternoon, and the board then took a recess.

At the afternoon session the consideration of the subject was resumed by Supervisor Todd moving that the old road be abandoned. The motion was carried by the following vote:

Ayes—Curtis, Todd and Morrison.

Noes—Jenkins and Miller.

Hiram W. Johnson, counsel for the contestants, asked if the board intended to do anything in the matter of awarding damages to those who claim to have been injured by the abandonment of the road.

Supervisors Curtis and Todd both expressed themselves as willing to entertain any application that the interested parties might make in that direction.

Chairman Morrison also spoke favorably of allowing reasonable damages if a just claim therefor should be submitted.

BRIDGE CONTRACT AWARDED.

There was quite an array of bridge-building talent present at yesterday's session of the Supervisors. Darby Layden and J. H. Krusi of San Francisco were on hand to submit bids on a contract to be let for the construction of a bridge over the Laguna, south of Elk Grove, some 350 feet in length.

Of course E. E. Barry, the Elk Grove brige-builder, was on hand, too. Mr. Barry has built a great many bridges in this county, and all his work has been satisfactory. George B. Dean, a local contractor, was as usual in the midst of the fray, as also was Silas Carle, the veteran builder of bridges, houses, etc. The bids were as follows:

J. Ferguson & Son of Galt—$1,200. No check accompanied this bid and it was rejected.

E. E. Barry of Elk Grove—$997.

Silas Carle of Sacramento—$1,197.

Darby Layden & Co. of San Francisco—$1,087.

San Francisco Bridge Company, by J. H. Krusi—$1,150.

G. B. Dean of Sacramento—$1,292 28.

On motion of Supervisor Jenkins, the bid of E. E. Barry was accepted and the contract awarded to him.

Y-STREET CANAL CULVERTS.

City Trustee Devine appeared before the board and submitted drawings of the four brick culverts which it is proposed to place over the Y-street canal to facilitate the drainage and provide approaches to the levee. The proposed culverts are to be constructed at Twenty-first, Twenty-fourth, Twenty-fifth and Twenty-sixth streets.

Mr. Devine said the culverts were necessary, and the estimated cost was $2,844 76. The county being interested in the Y-street canal, the City Trustees thought the Supervisors should provide for one-half the expense. He wished to be able to submit a definite report to the Trustees at their meeting in the evening.

After some consideration of the subject, the board decided to pay two-fifths of the expense of constructing the culverts.

SALOON LICENSES REFUSED.

A petition was received from Mrs. Pugh for a license to conduct a saloon at Perkins.

A strong remonstrance thereto was filed with the board. The signers, in their document, state that Mrs. Pugh was striving to ruin the business of a tenant with whom she had had some trouble. The remonstrance was signed by George McMullen, John Rooney and a very large number of the leading citizens of that locality.

Supervisor Curtis said there appeared to be no necessity for another saloon in Perkins, particularly for one in the same building in which a saloon is already established.

Mr. Rooney addressed the board in support of the remonstrance, and at the conclusion of his remarks it was voted unanimously not to allow the proposed new saloon to be opened.

MINOR MATTERS.

A communication was received from citizens of Grand Island requesting the board to appoint John W. Ferris to the vacancy in the Trusteeship of that reclamation district caused by the death of George L. Figg.

The petition was granted by the unanimous vote of the board.

Supervisor Curtis called atsention to the unprotected condition of a portion of the embankment on Twelfth street. It is high, steep on the sides and built of light, sandy material, which is torn away more or less every time a drove of cattle is driven over it. A few rods of fence would protect it.

Mr. Curtis was instructed to have the necessary fencing constructed.

Philip Riehl of Freeport was present and discussed with members of the board the necessity for a better and safer road along the river below Freeport. The only way to get a good road there is to have it on the top of the levee, and the opinion of the majority of the board, informally expressed, seemed to be that the levee should be raised and widened by using dredgers in the river.

The board then took a recess until 10 o'clock this monring.

ANOTHER TRAIN WRECKER CAUGHT.

Appleton, Alias "Texas," Arrested Up In Modoc County.

One of the Leading Spirits in the Terrible Crime Committed on the 11th of July.

United States Marshal Baldwin and the officials of the Southern Pacific Company are rejoiced over the capture of W. H. Appleton, better known as "Texas," one of the men implicated in the wrecking of the train in Yolo County on July 11th.

After completing their fiendish work several of the wreckers returned to this city, but "Texas" and one Kelly struck out for other parts. Descriptions of the men were, however, sent in all directions, with their photographs, and the officers have had little doubt that both would be captured.

Among those who have been pursuing the fugitives are Deputy Marshals Shea and Murphy. They have telegraphed from Alturas, Modoc County, that "Texas" was in jail there, having been captured by Sheriff Parker of that county. The prisoner has been turned over to the Deputy Marshals, who will take him to Woodland. The prisoner, who was a striker, is about 26 years of age.

Appleton, it is said, was armed with a rifle, which he used to frighten some men away while he and others were engaged in loosening the trestle rails.

This man "Texas" was very much wanted by the officers. Young John Sherburn, the lad who drove the Worden gang to the trestle where the track was torn up by them, states that when Worden ordered him to drive to Second and J streets, they met "Texas" and Worden told him to hurry across the bridge. "Texas" called Worden out of the buggy and whispered to him. "Texas" said he had saddle horses. Worden said he had a rig and didn't need horses.

Over in Washington one man ordered Sherburn to vacate the buggy. The boy replied that Worden had ordered him to stay there. The man ordered him to go into the caboose. While there he saw men put tools into the wagon. "Texas" put in a rifle and cartridges and the clawbar used to pull the spikes from the rails. Worden and "Texas" and two other men were there.

After leaving the trestle, Sherburn was directed to drive toward Woodland, and after going several miles "Texas" and others got out, but Worden returned in the buggy.

On being shown a photograph of "Texas," whom the railroad officials at once suspected of being one of the wreckers, Sherburn promptly said it was that of one of the gang.

"A BIG GO."

Five Days' Jubilee to Be Given by the Salvation Army.

The Salvation Army of this place will entertain a band of Jubilee Singers, who are special officers in the army, for five days, from the 17th to the 21st, inclusive. Adjutant Thomas, now Staff Captain, will be here at the same time.

The occasion will set in motion a great revival, or what is known in army circles as "a big go." Bandsmen will be commissioned, and other business of importance will be transacted.

Notaries Public.

Governor Markham has appointed the following Notaries Public: Richard Ganey and David Maclellan, Los Angeles; Edward J. Fletcher, Trinidad, Humboldt County; Philip Stewart, Santa Maria, Santa Barbara County.

SARSAPARILLA AND IRON. Get it from the sole agent, McMorry, 531 M st. *

NEED OF A CHEMICAL FIRE ENGINE.

So Says Chief Guthrie in His Report Just Filed.

What It Costs to Maintain the Department—Losses by Fire During the Last Seventeen Months.

Chief Engineer H. A. Guthrie has submitted his report of the doings of the department to the Board of Trustees from March 1, 1893, to July 31, 1894.

The report shows that the cost of maintenance of the department during that time has been $55,649 83. The Chief estimates that the cost of maintaining the department for the ensuing year will be $33,000, and requests the Board of Trustees to levy a tax sufficient to raise that amount.

The total amount of insurance on fires from March 1, 1893, to July 31, 1894, has been $350,980 16.

The total loss on buildings has been $40,416 36; total insurance paid on buildings, $34,230 06; total loss on personal property, $144,525 89; total insurance paid on personal property, $34,145 71.

Chief Guthrie earnestly recommends the purchase of a chemical engine for the department. He also recommends the purchase of two hose wagons for Engine Companies Nos. 1 and 2, which he reports as well worn in service. The Chief considers the hose wagons a saving on hose and horses. He also recommends the disposal of the Clapp & Jones relief engine, as it is claimed that the engine is too light for the service demanded of it, and that a heavier engine be purchased.

It is also recommended that the water mains be extended and hydrants be attached thereto in that portion of the city lying east of Twenty-fifth and south of Q streets to Twentieth, and east of Twentieth. Owing to the scarcity of mains and hydrants the department experiences difficulty in securing water for fires in that locality.

The Chief calls attention to the necessity of constructing a system of cisterns at various points in the business portion of the city. The cistern located at Third and K streets is considered useless, and needs repairing.

There are at present 6,200 feet of hose in use, of which 3,600 feet are in first-class condition and 2,600 feet in second-class condition. Three horses have been sold for $66.

The discipline of the department is reported as having been excellent.

The casualties included in the report were those of P. H. Coffey, hoseman of Engine Company No. 1, who was seriously injured by falling through a skylight onto a lighted lantern, which exploded and burned his leg so bad that it had to be amputated. Coffey was assisting a police officer in search of a prisoner on the night of February 21, 1893, when he met with the accident.

On the afternoon of October 24, 1893, on K street, between Seventh and Eighth, Chris Caseberg was severely burned about the arms and hands by the ignition of a gasoline stove.

On April 14, 1894, a child of W. H. McClure, at 1022 Fourteenth street, was severely burned about the body by its clothing catching fire from the careless handling of matches.

On June 13, 1894, Walter Measures was seriously burned at 127 J street by the ignition of gasoline which he was using to clean his clothes.

The fatalities were as follows: On December 9, 1893, W. B. Hill was so terribly burned on K street, between Seventh and Eighth, by the explosion of a lamp which he had filled with gasoline instead of coal oil, that he died from the effects of the injuries.

On December 15, 1893, two children of H. D. Latham, aged 2 and 4 years, respectively, were so badly burned at their home at 1400 J street by their clothes catching fire from a stove that the former died and the other child suffered a long time before it entirely recovered.

On April 5, 1894, Mrs. Mollie Cooper was fatally burned on L street, between Third and Fourth, caused by the explosion of a kerosene lamp.

Mrs. Sarah Rowland was burned so badly by the explosion of a lamp at her house on Front street, between O and P, on May 8, 1894, that she died a few days after.

One death occurred in the department. J. H. Visker, hoseman of Engine Company No. 1, after many years of faithful and zealous work in the department, died on April 15, 1894.

The total manual force in the department consists of fifty-two men—Chief Engineer, Assistant Engineer, Superintendent of Fire Alarm and forty-nine engineers, drivers, tillermen and extramen.

There are at present in reserve one Clapp & Jones engine (second-class), two hose carts, one hose carriage and two hand hose carts.

Chief Guthrie's report includes reports to him from the Assistant Engineer, Superintendent of Fire Alarm and the various foremen, engineers and tillermen.

DUCK SHOOTING.

Why Local Sportsmen Ask a Change in the County Ordinnace.

The Supervisors will be asked this week to amend the local game law so as to allow the shooting of wild ducks on the 15th of September, instead of waiting till the 1st of October.

The sportsmen of this county are almost unanimous in the opinion that the open season for duck shooting should not begin on the 1st of September, as the State law now provides, and for this reason the Supervisors adopted an ordinance making the 1st of October the opening day. Yolo County, however, adheres to the State law, which permits ducks to be shot a month earlier than in this county.

The result is that when October arrives the home-bred ducks are about all killed off, including those that cross the river from this side. While Sacramentans may go over into Yolo and shoot they cannot legally bring their game across the river into this county.

This is manifestly an injustice to the local sportsmen, and as the next Legislature will undoubtedly pass an improved general game law, they feel as if they should not be deprived of the cream of this seasons' shooting for the benefit of those in a neighboring county who would practically have a monopoly of the sport during September.

While they do not ask the Supervisors to open the season as early as September 1st, they think that, under the circumstances, they should for this season be allowed to shoot on the 15th day of the month.

YOUNG MEN CHRISTIANS.

Doings of the Local Association—The State Convention.

The men's meeting on Sunday afternoon was led by Joseph Elsner. The subject was, "Why I Am a Christian." One or two conversions are reported at nearly all of these afternoon meetings.

The training class met on Sunday morning at 9 o'clock, as usual. General Secretary A. K. Rawson was the leader. The object of this class is to give young men a special training for personal work.

State Secretary John L. Speares made a call at the rooms one day last week. Mr. Speares and his family have recently been camping out in the vicinity of Cazadero.

President Chauncey H. Dunn has been out of the city for a time, visiting his former home at San Jose.

Professor Fred L. Wharff and William Angus left the Capital city a week ago Saturday to make a bicycle tour to Lake Tahoe. Mr. Angus got back a few days ago, accompanied by that tired feeling, but the Professor tarried at Placerville to make a visit with ex-Secretary George A. Miller, who is preaching at that place.

The reading-room receives a liberal patronage these days. Donations of papers and magazines from those interested in advancing the work of the association are always acceptable.

Several new members were enrolled the past week, as the result of well-directed efforts on the part of some of the older ones. Additions are being made constantly.

There are no regular classes in operation in the gymnasium just now. The members are off on a vacation. A goodly number of rising athletes have put themselves in course of training for an exhibit which is shortly to take place at the State Convention. Some of the members have become quite proficient.

Y. M. C. A. workers should not forget the State Convention, which will be held in Oakland from the 12th to the 16th of September. At least twenty-five or thirty delegates are expected to attend from Sacramento. The total number of representatives at the last convention in Southern California was 250, but this year, as the annual gathering is to be held in the most populous section of the State, it is believed that 300 or 400 persons will be present to take part in its deliberations.

The new Y. M. C. A. building in San Francisco will be opened on Admission Day. This will no doubt prove an occasion of great interest to all who attend.

ASSESSED AND REASSESSED.

The Amount of Valuation on the Railroads of This State.

The State Board of Equalization held a session yesterday for the purpose of assessing the railroads for the taxes of 1894, and also to reassess the Southern Pacific for the taxes of 1886 and 1887. They assessed the different roads on the following valuation:

California Pacific	$2,000,000
Central Pacific	13,000,000
Northern California	275,000
Northern Railway	3,100,000
Southern Pacific	16,000,000
South Pacific Coast	1,300,000
Southern California	2,950,000
Carson and Colorado	230,000
Nevada, California and Oregon	110,000
Nevada County Narrow-gauge	100,000
North Pacific Coast	600,000
Pacific Coast	350,000
Gualala River	50,000
California and Nevada	92,000
Pajaro Valley	150,000
San Francisco and North Pacific	1,935,000
San Francisco and San Mateo	150,000
Southern California Motor	72,000
Atlantic and Pacific	125,000
Pullman	110,500 / 31,140
Total	$42,730,640

REASSESSMENTS.

The board fixed the reassessments for 1886-7 as follows:

1886.	Per mile.	Total.
California Pacific	$17,777 77	$2,000,000
Central Pacific	17,408 53	11,153,297
Northern Railway	8,000 00	1,187,200
San Pablo and Tulare	9,286 47	427,178
Southern Pacific	10,000 00	9,570,200
Total		$24,337,875

The reassessments for 1887 are at the same rate per mile, but the Central Pacific has 79 miles more road assessed, making the total $12,525,438. The Southern Pacific is assessed on 65½ more miles, the total being $10,223,300.

For 1887 the South Pacific Coast road is reassessed at $10,000 per mile, or a total of $453,000.

TIMELY RESCUE.

A Boat Upset and Three Persons Nearly Drowned.

Last evening a party of young people, consisting of Miss Lily St. Denis, Miss Emma Buck, Miss B. Saunders, Walter Cook and another young man, engaged a boat to take a ride on the river. They had taken the boat alongside the fish market at the foot of L street and began to embark.

Miss Saunders and one of the young men, whose name could not be ascertained, had seated themselves in the boat and the other two ladies stood erect, while Cook, who also was standing in the boat, had hold of the fish barge.

In forcing the boat out into the stream the pressure from Cook's exertions and the weight of Miss St. Denis and Miss Buck caused the boat to careen, throwing all out except Miss Saunders and the young man who was seated with her.

The accident brought forth cries for help, and a young man named Grant Black, son of John Black, who conducts a bakery on Front street, went to the rescue of the party. He caught hold of Miss St. Denis and safely landed her, and then turned his attention to Miss Buck. Before he could jump into the river again Cook had rescued Miss Buck after she went down the second time. Then he plunged into the river and swam after the boat containing Miss Saunders and her companion.

The young ladies were taken in to Mr. Black's place, where they were made as comfortable as possible.

Miss Buck suffered considerable from having been under the water so long, and a physician was called to attend her.

TWO RASCALS.

They Lead a Couple of Weak-Minded Girls to Ruin.

A resident of Napa came here on Sunday to try and ascertain what had become of his wife's sister, who was supposed by her mother in this city to be on a visit in Napa, but who had not shown up there.

The visitor found that the girl and a friend had both been stopping at a disreputable place with a couple of young men, and were about to leave with them for San Francisco. He went to the depot and found the girls just as the train was about to leave, and took them to their parents.

The scoundrels who had led them astray succeeded in getting out of the way, but they will doubtless be overhauled.

Wife Against Husband.

Mrs. Lillian Bail of Courtlann has sworn to a complaint in Justice Henry's court charging her husband, Emil F. Bial with threatening her life.

It Is Not Talk, But Money.

I am willing at all times to wager any sum that no beer is manufactured on this coast that equals or excels the far-famed "Gilt Edge Steam Beer" for purity and strength. Capt. F. Ruhstaller, City Brewery. *

"WORTH A GUINEA A BOX."

A box of BEECHAM'S PILLS constitutes a family medicine chest. Sick Headache, Weak Stomach, Loss of Appetite, Wind and Pain in the Stomach, Giddiness, Fullness, Swelling after meals, Dizziness, Drowsiness, Cold Chills, Flushings of Heat, Shortness of Breath, Costiveness, Blotches on the Skin, Disturbed Sleep, and all nervous and trembling sensations are relieved by using these Pills. Covered with a Tasteless and Soluble Coating. Of all druggists. Price 25 cents a box. New York Depot, 365 Canal St. 15

MARRIED.

JEFFORD-HOLMAN—In this city, July 5th, by Rev. J. H. Reider, Harlie T. Jefford of Sacramento to Miss May Holman of Cottonwood, Shasta County. *

BORN.

RIPPON—In this city, July 12th, to the wife of W. E. Rippon, a daughter.

When Baby was sick, we gave her Castoria.
When she was a Child, she cried for Castoria.
When she became Miss, she clung to Castoria.
When she had Children, she gave them Castoria.

CHANGED DAILY FOR WEINSTOCK, LUBIN & CO.

To-morrow at 9:30 A. M.

SPECIAL SALE OF

Ladies' Leather and Velvet Belts

—AND—

YARNS AND REMNANTS OF FIGURED AND PLAIN DRAPERY SILKS.

We have decided to close out at reduced prices our entire stock of Ladies' Belts. The following will give a description of the lot:

LOT 1—Ladies' Grain Leather French Bodice Belts, with fancy center buckle and clasp, in tan or black. REDUCED TO 9c EACH.

LOT 2—Consists of two styles of Ladies' Leather and Velvet Belts, both good designs. REDUCED TO 16c EACH.

LOT 3—Black or Tan Embossed Leather Belts, extra wide, with patent slide fasteners in silvered and oxidized finish. REDUCED TO 23c EACH.

LOT 4—Ladies' Extra Strong Plain Leather Belts in imitation Morocco with leather-cover buckle in black or tan. REDUCED TO 33c EACH.

LOT 5—One small lot of Extra Wide Fancy Shape Leather Belts in tan or black. REDUCED TO 50c EACH.

LOT 6—REMNANTS. We have reduced all our Remnants of Fancy Figured and Plain Drapery Silks to one-half their original price. Also one lot of German Yarn, suitable for making winter skirts, socks or children's wear. REDUCED TO 16c PER HANK. Colors, white, tan, pink, light blue, peacock blue.

WEINSTOCK, LUBIN & CO.

AGENTS FOR STANDARD PAPER PATTERNS,

400 TO 412 K STREET, SACRAMENTO.

Reupholstering Furniture.

Are the easy chairs or the sofas, or the parlor pieces, or any parts of the upholstered furniture a bit shabby?

Yes? Been thinking of having them recovered? Hesitating because of cost? Don't hesitate any longer. We've cut the cost as work of this quality was never cut before.

During July and August we will do Upholstering Work at cost.

Do you realize what that means?—no profit on the labor.

JOHN BREUNER,

Furniture, Carpets and Draperies,

604, 606, 608 K STREET, - - - SACRAMENTO.

GASOLINE.

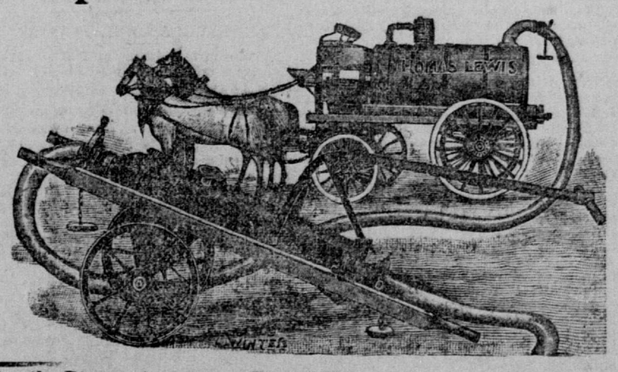
We are pleased to advise our numerous customers and the trade generally that we now have a full supply of both 74° and 87° GASOLINE.

W. P. FULLER & CO.,

1016 to 1022 Second Street.

THOMAS LEWIS'

Cesspool and Vault Cleaner,



Tenth Street, between S and T, - - Sacramento.

Leave orders at J. D. Lockart's Stable, 1013-1015 Eleventh street, between J and K; C. A. Fisk, 408 J street; C. Kellogg, 819 J street.

I am in no way connected with any combine.

THOMAS LEWIS.

OFFICIAL.

NOTICE TO VOTERS.

The Board of Supervisors of Sacramento County, California, having made an order cancelling the Great Register of said county and directing a

REREGISTRATION

Of all the voters in said county, it will be necessary for all electors, in order to vote at the next General Election, to be held on Tuesday, November 6, 1894, to make application in person to be registered.

Said registration will commence immediately and continue up to within fifteen days preceding said General Election.

Registration rooms are on the third floor of the County Courthouse, corner of Seventh and I streets.

☞ Names will not be transferred from the old Great Register. Let every voter please take notice and get registered.

W. B. HAMILTON, County Clerk.

REWARD!

The SOUTHERN PACIFIC COMPANY hereby offers to pay

FIVE THOUSAND DOLLARS

As a reward for information or evidence leading to the arrest and conviction of one or more of the criminals who caused the derailment of west bound mail and passenger train, No. 4, at a point about three miles west of Sacramento about noon this date, JULY 11, 1894, in which wreck three or more persons were killed.

(Signed) A. N. TOWNE, Second Vice-President and General Manager

LISTER & McCRAKEN,

Tailoring Parlors,

513½ J Street, - - Sacramento.

A LARGE STOCK OF FOREIGN AND domestic woolens constantly on hand. Perfect fit guaranteed.

The following suits were awarded August 4th: Club 3—W. K. Lindsay, $12. Club 4—Hong, $25. Club 5—F. Jenne, $7.

Cheap for Cash or on Installments.

THE FINEST LINE OF

BABY CARRIAGES

FROM $7 50 TO $40

See them before you buy. A. J. POMMER, corner Ninth and J streets.

TOBACCO,

CIGARS and CIGARETTES

EASTERN AND KEY WEST ONLY.

Get a Good Cigar for Your Money.

A. COOLOT.

Telephone 341.

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OUR SPRING STOCK IS NOW COMplete and we are prepared to do

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