

A MEETING TO DISCUSS SEWERAGE.

The City Fathers Wrestle Again With the Problem.

It Looks as if the Old Pump and Engine Will Be Made to Run Another Year.

The City Board of Trustees held an adjourned meeting yesterday afternoon, Trustees Lawton, Kent, Davis, Tozer, Leonard, Devine and Pennish being present.

On motion of Lawton, Pennish in the chair, the gas company was requested to place electric lights at Twenty-fourth and F and Twenty-ninth and D streets.

Devine stated that he had found that a former Board of Trustees had, by Ordinance No. 307, in 1892, decided away from the land west of Seventh street and north of the railroad shops to the railroad company.

Leonard asked if the condition of the police fund would allow the extra expense, which would entail a new horse as well as a salary.

Leonard said he, in connection with most of the other members, had been looking into sewerage matters.

Lawton said that the engineers who had examined the plant and who had prepared sewerage plans are all opposed to the removal and think that Sixth or Seventh street is the best place.

Leonard thought there could not be fifteen feet fall in the three blocks. "There is a ditch along the line of the levee now to carry the water."

Devine moved that the City Engineer be instructed to prepare plans for reversing the grade of the street, widening the streets and widening the ditch, so that the water will run to Third street.

Lawton said it is very evident that Third street is higher than Sixth, because water runs from there to Sixth, and the city will have to dig down lower if the plan is moved.

Tozer said it would be only a temporary arrangement anyway, and he favored keeping the pump where it now is and get sufficient pipe to carry the water over the top of the levee for this year.

Leonard said he would never favor keeping the pump at Sixth or Seventh streets. People will not build where a sewerage plant is, no matter whether there is an odor from it or not.

Leonard said he proposed to submit to the board on Monday night an estimate of the cost of the new pipe, compound pump, house for it and moving the old plant, and he hoped that the other members would also figure on it.

Tozer said that a printer had told him that the Great Registers could be had more cheaply from the printers than from the County Clerk, and could probably be got for about twelve cents a name.

Leonard said that there was a puddle at the engine house on Tenth street from washing the engines, and it had been fixed so that it could run into the main body.

commissioned the following Notaries Public: Emma P. Covell, San Francisco; J. Sherman, Oakland; J. S. Murray, Eureka; H. J. Hollnager, Paso Robles.

WATER FOR COWS.

Fairlyman Meagher Makes an Explanation. Mr. Meagher, who keeps a dairy herd of cows on the block bounded by Seventeenth and Eighteenth, D and E streets, appeared before the Board of Trustees on Monday evening and asked that his water rate be reduced, on the ground that during the winter season his cows drank mostly out of pond holes.

Mr. Meagher called at the Recorder's office yesterday and said that his land is not drink out of ponds on the block where they are kept. He says his land is on the block between Seventeenth and Eighteenth, D and E. Here the cows are driven to the block between Eighteenth and Nineteenth, C and D. During the rainy season a large pond of sludge and surface water collects in a pond along Nineteenth street, and out of this pond the cows drink as they return in the evening from the pasture lot to the barn.

Mr. Meagher claims that this is the natural water that falls from the heavens, and is as pure as that drunk by cows in the country. He also says that the cows prefer it to the city water.

State Land Patents. Governor Markham has signed the following patents for land: No. 27, William L. Banning, Los Angeles County, 125.85 acres; No. 276, J. B. Banning, Los Angeles County, 108.65 acres.

Mrs. Parvill's Estate. Henry Holb, John Miller and Dennis Leahy, appraisers of the estate of Eliza Leahy, deceased, have filed their inventory and appraisal in the County Clerk's office.

Reward for Murderers. Governor Markham has offered a reward of \$500 for the arrest and conviction of the murderer or murderers of Dennis Scanlan, who was killed on or about the 10th instant, in Nevada County.

AN EVENING WITH THE SCIENTISTS.

The Academy Resumes Its Interesting Meetings. The meeting was held in the lecture room of the English Lutheran Church, on Sixteenth street. The notice of place of meeting had not been properly given, and hence a rather small audience was in attendance.

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ZIEGLER THE WORLD'S CHAMPION.

The San Jose Lad Lowers the Mile Bicycle Record.

Johnson's Great Achievement at Waltham Outdone on the Sacramento Park Course. On the 28th of September John S. Johnson caused a sensation in bicycle circles the world over by riding a mile at Waltham, Mass., in the phenomenal time of 1:50.5. It was done on a specially prepared track.

This wonderful feat was eclipsed in this city yesterday when Otto Ziegler, a member of the Rambler team, covered the mile in 1:53, climbing nearly a full second off the world's record.

As a matter of fact, he did ride the mile in a fraction over 1:50, but as one of the several watches made it 1:53 flat, the judges placed the official time at that figure.

This mile of young Ziegler's is the fastest ever made on a bicycle. It was done with a flying start, and he was paced by tandem teams—one taking him to the three-eighths, another to the five-eighths, and the third pacing him to the outcome.

Johnson made his wonderful record and set the world's mark at 1:50.5, it was under the same conditions and after days and days of repeated trials and failures, owing to poor pacing, unfavorable weather and other annoyances and obstacles such as bicyclists have to contend with when bent on record-breaking.

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as, of course, the tandem or the triplet is far superior to a single machine for speed purposes, it follows that not only must the best men be obtained as pacemakers, together with scientifically built machines, but the track itself is a very large factor, and this is just where Waltham comes in.

Not only does the granolithic surface afford a perfect hold for the tires, preventing the slipping due to a surface on which there are loose particles of sand or earth, but its surface is so scientifically constructed that there is not the slightest difficulty in holding long wheel base machines within eight or nine inches of the pole when going at top speed, the latter being equivalent to quarters in 625 or 627.

SACRAMENTO VS. WALTHAM. The Waltham track, whose manager paid Johnson a big sum for breaking the record thereon, has been considered the fastest bicycle track in the country, being specially prepared for wheels. It has a fine barrier and the turns are raised from the pole at almost an angle of forty-five degrees.

Referring to Johnson's great ride on the track, the World says: "One thing is certain: Johnson's performance is going to disconcert a number of plans. From the windup of the circuit it was intended to go south, Birmingham being the objective point; but now—well, no one knows. It is safe to say that 1:50.5 has carried consternation to the souls of more than one team manager, and it certainly has demonstrated the speed of the Waltham track."

1:50.5 has carried consternation to the souls of more than one team manager, and it certainly has demonstrated the speed of the Waltham track, Ziegler's 1:53 ought to scare the bicyclists to death, and also demonstrate the fact that the Sacramento park course, with a few days' preparation, by means of a drag made of the best material, is a number of feet higher than the pole, can make the Waltham track ashamed of itself, even with its "granolithic" surface and scientific barrier.

And then the climate—that is where California is general, and Sacramento in particular, "caches on." Where else in the world are devoted athletes like Johnson or Ziegler—that of experienced tandem riders for pacemakers—while to the young men who paced Ziegler the double-wheel is a new thing. The only experience they have had in tandem racing is that gained since their arrival in this city less than two weeks ago.

The riding was done under the supervision of the Sacramento Athletic Club's headmaster, and under the rules of the League of American Wheelmen, which makes it the official record. The judges were H. A. Moore, W. Williams and H. E. Moore. The riders were H. H. Blair and George Kneier. Referee, W. A. Hubert; starter, L. S. Upson. The pacemakers were Wells and Hall, Smith and O'Neil.

There were quite a number of spectators present when the riders appeared on the track and went their warning-up mile. They came up for the word under splendid headway, and as the pistol cracked the tandem men were almost flying, with Ziegler's wheel nearly touching the ground. The quarter was made in 527, but the pick-up of the second team was poor, and, just before the half was reached the men all slowed up. As it was, the time to the half was but 56.5.

The men jogged home from that point, and after a rub-down and a short breathing spell they reappeared. Again the start was a fine one, and when the quarter was passed in 2:33.5 seconds the spectators—who had held their breaths almost from the start—burst into a cheer.

"He'll do it, sure!" cried several experienced wheelmen. "Look at the little demon go!" yelled another. "Good-by, Mr. Johnson!" The pick-up by the second team was beautifully done, and not a fraction of a second was lost, and away sped the pacemakers with Ziegler's wheel upon them that they looked like a triplet team.

The half-mile post was passed in the phenomenal time of 1:53.5 seconds, leaving Ziegler a full minute in which to make the last half in order to tie the record. Around the turn the wheelmen fairly flew, looking like three big orange-colored balls rolling beyond the low inside fence. Near the three-quarter pole Blair and Kneier were getting under way, and by the time the others came up they were at their full speed.

This was another perfect pick-up, and the wheelmen as a whole were fairly trembling with excitement, and shouting as the watches ticked off 1:53. Ziegler still had 27.5 seconds in which to equal Johnson's time, and there was no reason to fear that he would not do it, for the fresh tandem riders were bringing him down the course at a tremendous rate of speed.

When within about sixty yards of the wire Ziegler, who had been riding almost on top of his fresh and speedy pacemakers, could stand no longer, and shot out to one side like a bow passing arrow, and passed under the wire, as already stated, in a fraction under 1:50.

Then there was excitement among the wheelmen. They shot a row of gas-bags into the air, and acted like a lot of "kids" at play. When the pink-checked San Jose boy—Ziegler is little more than a boy—returned to the track there was a rush made for him and he was almost smothered with the embraces of his fellow wheelmen. Two of the Rambler boys laid their arms around his shoulders and carried him to the dressing-room, where for the next half hour he was besieged with congratulations.

There is no doubt that he could have lowered the record full two seconds more had the pacemakers been able to lead him. The only other event of the day was L. S. Upson's paced mile, flying start, which he made in 2:06. The best previous record of this kind in Sacramento, made by Edwards, in this city, Upson is in class A, and his pacemakers, Beeler and Redman and McCrea and O'Neil had had no practice on tandem wheels.

To-day Edwards of the Rambler team will go against the world's mile record at 1:57.5, standing start, made by H. C. Tyler, at Waltham, Mass., on August 3d last. A comparison of the feats of Johnson and Ziegler, made from the reports of the former's record-breaking race, shows that the San Jose lad outdo the Eastern man at all points in the mile. Johnson's first quarter was made in 27 seconds, Ziegler's in 23.5; Johnson's half-mile in 55 seconds, Ziegler's 53.5. Johnson's third quarter is not given, but it is stated that up to that point he was not up to record-breaking time. He had the time of pacemakers in the last quarter, however, and they carried him home very fast.

Ziegler's performance at the finish shows that he, too, has both speed and endurance, for he beat out his fresh and speedy pacemakers.

TO-DAY AT 9:30 A. M. SPECIAL SALE

All-Silk, Satin and Gros-Grain RIBBONS, 50c A PAIR. The very same kind you pay considerably more for elsewhere.

Which our Eastern buyer purchased from a manufacturer at very advantageous prices. As we do not wish to place these in our regular stock, we shall offer them at the following special prices TO-DAY at 9:30 A. M.:

Table with 3 columns: No. of ribbons, width, and price per yard. No. 9 is 1 1/2-8 inches wide. Price10c a yard. No. 12 is 2 " " "13c " No. 16 is 2 3/8 " " "15c " No. 22 is 2 3/4 " " "17c "

These are ALL SILK, have a smooth, even, well-covered satin face, which makes them very desirable for the finest fancy work. The assortment includes these shades, namely:

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Now is the Best Time. It is conceded that September and October are in this climate the best months in the year for outside painting.

W. P. FULLER & CO., 1016 TO 1020 SECOND STREET.

POLITICS! POLITICS! FROM THIS TIME ON POLITICS WILL BECOME WARM, BUT ON NOVEMBER 6TH there is sure to be a cold political war strike many of the present office-seekers. With our vote ends our political ambition; and that no one takes severe cold, we advise them to secure from us some of our line.

FALL AND WINTER CLOTHING. We are prepared to please everyone in quality and in price. Our cut prices will continue a short time longer. Men's Fine Business Suits, desirable patterns. \$4.50 Men's Suits, cut from \$6.00 to \$8.00 Young Men's Suits (desirable patterns) ages 14 to 18. 2.45 Men's Pants, cut from \$5.00 to \$6.00 Men's Shoes (Congress) cut from \$1.35 to \$2.00 Men's Hats, cut from \$5.00 to \$7.50

MECHANICAL CLOTHING STORE, 414 and 418 K Street. H. MARKS, Proprietor. Agents for DOUGLAS CO. CREAMERIES, RENO CREAMERIES, SEEDLESS SANTA PAULA LEMONS, SALINAS, OREGON AND NEVADA POTATOES WOOD, GRAY & CO., 117 to 125 J St. Minnesota and Nebraska Beans a specialty. Nuts, Honey, Oranges, Vegetables, etc. Car lots or less.

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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

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