

DAILY RECORD-UNION

ISSUED BY THE SACRAMENTO PUBLISHING COMPANY

Office, Third Street, between J and K.

Weather Forecast. For Northern California—Fair, except foggy on the coast at night and partly cloudy on the northern coast; nearly stationary temperature, except probably cooler in the Sacramento Valley; fresh to brisk westerly winds on the coast.

THE RAILROAD BUILDER OF THE PACIFIC COAST.

The Census Bureau recently issued a volume of valuable statistical details of the transportation business of the United States. Its pages are chiefly devoted to transportation upon inland waters, and the publication is accompanied by a map showing the navigable rivers within the boundaries of the Nation. The map is in outline merely as to States presenting leading geographical features only in the way of placing the principal cities of the country in their proper relations. The rivers are outlined with distinctness, but special emphasis in high color is given to their navigable portions. Thus the map presents a striking appearance to the eye, and it is seen at once, without the trouble of detailed examination, just what portions of the national domain are served by navigable inland waters. It requires but a glance at this map to show that, except as to the Missouri River, which is designated as navigable to Fort Benton, the navigable waters of this country lie east of the ninety-fifth meridian. The Columbia River, a short distance of the lower courses of the Snake River, the Sacramento River to Red Bluff, the San Joaquin River to Firebaugh's Ferry and the Colorado River a short distance above Yuma constitute all the red lines to be seen on the face of the map of the territory west of the ninety-fifth meridian. With these slight exceptions, a territory embracing 2,000,000 square miles is devoid of navigable water.

This statement of geographical fact brings into view a commercial consideration relating to railroads. It means simply that the internal commerce of a little more than half of the national domain is dependent entirely on the construction and the operation of railroads. The populations now occupying this 2,000,000 square miles are wholly dependent upon the railroads constructed for their benefit. These populations are small, and in most instances migratory and transient. This latter statement is peculiarly applicable to the mining regions of the country lying west of the ninety-fifth meridian, and embraces within its category Nevada, Arizona, Utah, Idaho, Montana and about one-half of the area of California.

We recently called attention to the fact that of the 1,295,000 people found in California by the census takers of 1890, all but 381,000 resided in the cities and towns. Railroad construction, therefore, in the territory mentioned was in the beginning projected under conditions which constituted the highest risk of profitable return. The populations occupying the 2,000,000 square miles do not exceed 4,500,000 people. And yet the one thing which this territory possesses and which will remain an invaluable inheritance is a completely adequate railroad system.

The pioneer of the gigantic undertaking of supplying the western half of the United States with railroads was the Central Pacific Railroad Company, which constructed a railroad from Sacramento to Promontory Point, and the controlling personality of that great undertaking was C. P. Huntington. That trunk line constituted the basis of railroad construction in the arid West, and it has expanded into a system of trunk and branch lines, which, when all the circumstances are considered, are marvels of human enterprise and energy.

It would be within the bounds of accurate statement to say that C. P. Huntington has brought into this western territory \$300,000,000, which have been used in the construction of a railroad system entirely indispensable to the growth and prosperity, or even to the maintenance, of a population upon the ground. The contemporaries of men may be in full possession of the facts which constitute their life work, but they seldom occupy the point of view which inspires them to accord to their co-laborers that full and complete justice which is so freely bestowed by the biographer, and so readily accepted by succeeding generations. Misrepresentation and detraction during the lifetime of a benefactor of his kind give place to laudation and encomium when his living personality no longer antagonizes interests, excites jealousy, or inspires envious malevolence. We hazard nothing of impartial conclusion in saying that but one man has lived in modern times who could have accomplished the gigantic work of bringing \$300,000,000 into the sparsely settled regions of the West, and converting it into a factor of perpetual production by the construction of indispensable lines of commercial transportation. That this has been accomplished, no one will deny. That the Southern Pacific Railway system, now serving the Pacific States and Territories, has been constructed far in advance of the invitation which development constantly extends is equally undeniable. That chiefly to the energy, foresight, administrative ability and financial genius of C. P. Huntington the existence of that system is due is incontrovertible.

The most curious glance at the hydrographic map already alluded to is sufficient to disclose the fact that the nation we call the United States resides east of the Missouri River; that in a commercial sense the territory lying west of that waterway is a dependency. The same map discloses to the thoughtful observer the natural evolutionary character of the railroad systems of the nation. The territory lying east of the ninety-fifth meridian contains 70,000,000 inhabitants. The railroad systems of that territory were evolutionary; they came into existence in response to a demand; they were the product of industrial, financial and economic forces.

In a true sense they were the spontaneous creation of inherent natural forces. They are the result of an invitation to the profit which would inevitably attend their construction. They were not extra-hazardous, nor even hazardous, undertakings. From their inception to their finish they were encouraged by the certainties of a profitable history. One hundred and sixty thousand miles of railroad have been constructed to serve the internal commerce of the eastern half of this nation, and yet no individual can arise and say that he was their projector. No great personality is associated with their construction. None of these favoring factors were present to bring into existence by spontaneous generation the railroad system which in the main serves California. It came into existence as the product of the energy and the financial genius of one man. If ever a community of civilized people had reason to hold any single individual in grateful remembrance for his contribution to their material prosperity and the commercial and industrial development of the part of the world they occupy, the people of California have reason to hold in grateful remembrance the life services of C. P. Huntington.

The railroad system of the Pacific States and Territories, urged into existence as it was by the energy of one man, called into being by the creative genius of a single financial operator, will remain a noble monument to the memory of someone, and all the testimony of history will write the name of C. P. Huntington upon that monument.

There are now four candidates in the field for the office of Mayor. The first and foremost was nominated by the Republican party, after such a fair, close and genuine contest as proved the sincerity and earnest interest of the party in the welfare of the city. Sacramento is recognized as a Republican city; it now remains for it to prove worthy of that credit by electing J. W. Wilson, the Republican nominee. It is full time that the city had a white wool Republican administration; it has had enough of the gray-mixed order. In Mr. Wilson the people have presented for their votes a man of intelligence, business capacity and sterling integrity. As Supervisor, Sheriff and Agricultural Director, as one in the front ranks of all progressive movements and improvement activities, he stands forward as a strong man, who will give the city a clean, wholesome, economic administration, free from sensationalism, promise without performance, or pledge without redemption.

He is a party man, open and consistent, a party man from honest conviction and hard attachment, and his election will make the party responsible for his administration. The assurance is as certain as if accomplished that he will give his whole time to the duties of his office. It is the theory of the charter that the Mayor shall do this; that he shall earn his \$3,000 a year by performance, and not by perfunctory filling of the dignities of the office.

There is more than enough for a Mayor to do if he works ten hours a day and seven days in every week of his term. It is his duty to supervise all departments, to see that officials do their duty, to familiarize himself with the laws and ordinances and see to it that they are enforced. He is to inspect public works, and see that they are operated and maintained as the law directs and business prudence dictates. He is to advise the Board of Trustees and all other official bodies, to see that the accounts of the city are properly kept, that contracts are honestly lived up to, and that the city gets value received for every dollar expended in its behalf.

He is to consider city finances and their adjustment, city liabilities and their discharge. He is to enforce the observance of the rights of the public and conserve the sanitation and health of the city. In short, there is more than enough for one good man to do, and that one will have all he can do without giving any time to running other businesses or conducting private enterprises.

To all the duties incumbent upon an industrious Mayor Mr. Wilson will come peculiarly well equipped. He is of methodical habit, careful in judgment, hasty in nothing; not quick to decide, but firm in resolve; he is the man for the place above any and all the candidates proposed, and he will be elected.

But his election will lack much virtue if there is not at the same time sent up a strong Republican majority to the Board of Trustees. We have had enough of playing to the gallery, jingoism, inharmonious and irresponsibility in that body. We want now a Mayor and a board of the same political faith and responsible to the same party. We need the change and need it badly.

NOTE AND COMMENT. It is not shameful that in the very heart of the business section of this city there should have existed for years foul nuisances inimical to the public health, and that until the cholera threatened us nothing effective could be or was done to correct the evil? Has it come to this that business men are content to dwell in the midst of filth and make no protest until necessity compels a cleaning up crusade? Let it be understood from this time forward that such a condition of affairs as has been brought to light in the matter of public sanitation shall never again be chargeable against this city or any part of it.

A New Newspaper. [From the Santa Barbara News.] No paper of this State finds a more hearty welcome in this office than the Sacramento Record-Union. It is a new newspaper, well made up and well printed. It is enterprising, yet conservative enough to inspire confidence. Its editorials are invariably well considered and well written—safe guides that can be relied upon. The paper is widely read, and exerts a tremendous influence on the affairs of the great State of California.

City Trustees To-Night. Yesterday being a legal holiday there was no session of the City Trustees, but there will be this evening.

THE FLAVILLE-WRIGHT MYSTERY. Recovery of Wright's Body From the River. Mrs. Flaville's Watch Found in One of His Pockets—A Very Strange Case.

Last Saturday night Mrs. David Flaville disappeared from her home. She was seen at a late hour on a steamboat at the wharf in company with a man known as "Deb" Wright, both said to have been more or less under the influence of liquor. The next day the woman's body was found in the river, but the watch and chain which she was known to have carried were not on her person, nor was the small sum of money she had in her purse when she left home. Her husband believed she had been made the victim of violence, and the attaches of the Coroner's office expressed the opinion that life was extinct before she reached the water.

Nobody knew what had become of her companion, but as his hat was found with hers on the steamboat, the impression was that his body was also in the river. Was it a case of double suicide, or was either or both murdered by someone else? The finding of Wright's body yesterday throws no new light upon the mystery. In the lower right-hand pocket of his vest were the watch and chain that had disappeared from Mrs. Flaville's person, and his left trouser's pocket was \$2 in silver.

SPECIAL NOTICES.

Vegetables—BAKER & HAMILTON—Hardware, Carts, Engines, Carriages, Phaetons, Bain Farm and Header Wagons, Wholesale Hardware. Send for Catalogue.

TRY Figg's Medicated Sea Salt. Also, Hay, Feed and Grain. 1119 Fourth street. New Telephone 494.

NEW TO-DAY.

C. H. HUBBARD, Citizens' Nominee for MAYOR. Election November 5, 1895.

B. U. STEINMAN, FOR MAYOR. Independent Candidate for Re-election.

REPORT OF THE CONDITION

OF THE National Bank of D. O. Mills & Co., AT SACRAMENTO, IN THE STATE OF CALIFORNIA, at the close of business SEPTEMBER 28, 1895.

Table with columns for Assets and Liabilities. Assets include Loans and discounts, Overdrafts, U. S. Bonds, Premiums, Stocks, etc. Liabilities include Capital stock, Surplus fund, etc.

State of California, County of Sacramento—J. CHARLES F. DILLMAN, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

JAMES E. MILLS, Notary Public. Correct—Attest: FRANK MILLER, 05-51 FRANK SMITH, Directors.

PINEOLA COUGH BALSAM

is excellent for all throat inflammations and for asthma. Consumptive coughs will invariably derive benefit from its use. It quickly abates the cough, relieves the expectation, restores the voice, and restores the system to its normal condition.

For each use Ely's Cream Balm. 5c per bottle. Pineola Balsam, 25c at Druggists. In quantities of \$2.50 will deliver on receipt of amount.

Keep In Mind THE SUNSET LIMITED

For the Season of 1895-96. WILL RUN SEMI-WEEKLY BETWEEN—San Francisco, Los Angeles and New Orleans.

OVER THE GREAT—SUNSET ROUTE, LEAVING SAN FRANCISCO Tuesdays and Saturdays From Saturday, November 2, 1895.

The most complete, modern, elegantly equipped and perfectly arranged Vestibule Transcontinental Train in America. New Equipment, especially designed and built for this service. Nothing spared to assure PERFECT COMFORT and the highest degree of ENTERTAINMENT obtainable WHILE TRAVELING.

Direct connections in New Orleans for all Eastern points. Quick time. Only one change.

NOTICE TO VOTERS. THE REGULAR MUNICIPAL ELECTION for officers of the City of Sacramento will be held on THURSDAY, November 6, 1895.

THE SADDLE ROCK RESTAURANT AND OYSTER HOUSE. FIRST-CLASS HOUSE IN EVERY respect. Ladies' dining-room separate. Open day and night. BUCKMANN & CARRACHER, Proprietors. No. 1019 Second street, between J and K, Sacramento.

TO THE PUBLIC. THERE IS NO PLACE IN THE CITY where you can get as good a 15-cent meal as at the MISSISSIPPI KITCHEN, 1021 THIRD STREET. TEL. 231. Oysters in Every Style. Open Day and Night.

LEITH'S Restaurant and Oyster House. OPEN DAY AND NIGHT. Opposite Golden Eagle Hotel, 606 K Street. LADIES' DINING-ROOM SEPARATE. Special attention to Banquets and Suppers. FRANK LEITH, Proprietor.

MINT RESTAURANT. Second St., bet. K and L. The cheapest and best 25-cent meals in the city served at all hours, day or night. Oysters served in all styles. Private rooms for ladies and families. Parties served on short notice. Service guaranteed. J. H. CAMPBELL, Proprietor.

BLOOD POISON A SPECIALTY. Primary, Secondary or Tertiary BLOOD POISON permanently cured in 15 to 35 days. You can be treated at home for same price under same guarantee. If you prefer to come here we will come to your railroad fare and hotel bill and no charge, if you fail to cure. It only has taken mercury, iodine, potash, and still have aches and pains, Mucous Patches in mouth, Sore Throat, Ringles, Copper Colored Spots, Ulcers on any part of the body, Hair or Eyebrows falling out, it is this Secondary BLOOD POISON we guarantee to cure. We solicit the most obstinate cases and challenge the world for a case we cannot cure. This disease has always defied the skill of the most eminent physicians. \$500,000 capital behind our unconditional guarantee. Absolute proof of our guarantee. Address: C. O. REEDY, 206, 207 Masonic Temple, CHICAGO, ILL.

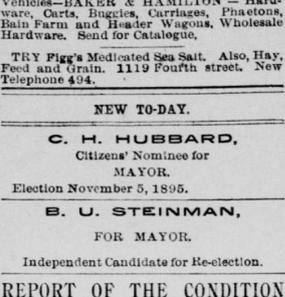
Firearms, Ammunition and Sporting Goods. RICHARD'S GUN STORE, 523 K ST. Guns choice bored. Stock bent. Repairing a specialty.

Business Houses, Contractors and Public Men. FURNISHED WITH—NEWSPAPER INFORMATION OF ALL KINDS—BY THE—PRESS CLIPPING BUREAU, 510 Montgomery street, San Francisco.

SEND THE WEEKLY UNION TO YOUR Friends in the East.

Don't be Foolish and take some other brand of condensed milk. This one is "just as good" as the GAIL BORDEN EAGLE BRAND. It Has No Equal.

JOHN BREUNER.



THEY GO FAST.

Tapestry Carpets at 45c yard, sewed and laid. \$12 50. Is about the cost of carpeting an average size room. Measurements taken and estimates furnished free. It don't cost much to improve the home if you read our ads.

John Breuner 604-606-608 K ST., SACRAMENTO

HOTELS AND RESTAURANTS.

GOLDEN EAGLE HOTEL, Corner Seventh and K Streets. STRICTLY FIRST-CLASS. FREE BUS to and from the cars. GRAY & TITUS, Proprietors.

CAPITAL HOTEL, CORNER SEVENTH and K Streets. Strictly first-class. Free bus to and from depot. BLESSING & GUTHRIE, Proprietors.

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

MECHANICS' EXCHANGE HOTEL, 1 STREET, BETWEEN FRONT AND SECOND. Two Blocks from Railroad Depot. BOARD AND ROOMS BY THE DAY, 2 weeks or month at reasonable prices. Street cars pass the door every three minutes. Elegantly furnished rooms in single or suites from 50 cents to \$1 per night. C. F. SINGLETON, Proprietor.

STATE HOUSE HOTEL, Corner Tenth and K Sts., Sacramento. BOARD AND ROOM, \$1 25 to \$2 PER DAY. Meals, 25 cents.

PACIFIC HOTEL, CORNER K AND FIFTH STREETS, SACRAMENTO. Meals, 25 cents. Nearest Hotel to Post and Express Offices and Theaters. Street cars pass the door every three minutes. Elegantly furnished rooms in single or suites from 50 cents to \$1 per night. C. F. SINGLETON, Proprietor.

THE METROPOLITAN, N. W. Cor. Fifth and K Sts., Sacramento, Cal. HANDSOMELY FURNISHED ROOMS. In single or en suite. Centrally located and strictly first-class. Special attention to transient. Electric cars pass the door to all parts of the city. Conducted on the European plan. MRS. E. J. C. KETCHUM, Prop.

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AMUSEMENTS.

CLUNIE OPERA HOUSE. WEDNESDAY EVENING, Oct. 9, 1895. First appearance of E. J. HOLDEN and JOSEPHINE GASSMAN. Popular Prices—10c, 20c and 30c.

POPULAR LECTURE. REV. ANNA H. SHAW. SUBJECT: "The Fate of Republics."

CONGREGATIONAL CHURCH. WEDNESDAY EVENING, Oct. 9, 1895. Admission (including reserved seat), 50c. Tickets on sale at M. S. Hammer's drug store, Fourth and K; Cooper Music Co.'s, Seventh and J. Reserved seat chart and tickets at Purnell's book store. 62-14

POLITICAL. O. S. FLINT, Democratic Candidate for CITY COLLECTOR.

W. D. LAWTON, Regular Democratic and People's Party Nominee for MAYOR. Election November 5, 1895.

D. W. CARMICHAEL, Citizens' Nominee for CITY TREASURER. Election November 5, 1895.

CHARLES H. BENTLEY, Regular Democratic Nominee for TRUSTEE, Eighth Ward. Election November 5, 1895.

W. M. LOWELL, Regular Republican Nominee for TRUSTEE, From Sixth Ward. Election November 5, 1895.

J. D. YOUNG, Republican, Citizens' and People's Party Nominee for AUDITOR AND ASSESSOR. Election November 5, 1895.

E. H. MCKEE, Citizens' Nominee for CITY COLLECTOR. Election November 5, 1895.

WILLIAM L. BENING, Regular Republican Nominee for TRUSTEE, From Second Ward.

GEO. B. COSBY, JR., Democratic Nominee for CITY TREASURER.

J. R. FOSTER, Citizens' and People's Party Nominee for TRUSTEE, Sixth Ward. Election November 5, 1895.

R. A. KENT, Regular Democratic Nominee for TRUSTEE, Second Ward. Election November 5, 1895.

J. A. ROBLIN, Republican, Citizens' and People's Party Nominee for TRUSTEE, From Eighth Ward. Election November 5, 1895.

JAMES E. MILLS, Independent Candidate for CITY TREASURER. Election November 5, 1895. #26-14

J. J. BUCKLEY, Independent Candidate for CITY COLLECTOR. Election November 5, 1895. #25-14

J. W. WILSON, Regular Republican Nominee for MAYOR. Election November 5, 1895.

CHAS. C. ROBERTSON, Regular Republican Nominee for CITY COLLECTOR. Election November 5, 1895.

JAMES N. PORTER, Regular Republican Nominee for CITY TREASURER. Election November 5, 1895.

J. FRANK BROWN, Regular Republican Nominee for CITY ATTORNEY. Election November 5, 1895.

H. G. MELVIN, Regular Republican Nominee for TRUSTEE, From Fourth Ward. Election November 5, 1895.

CROSSMAN'S SPECIFIC MIXTURE. WITH THIS REMEDY POISONS CAN cure themselves without the least expense, change of diet or change in application to business. The medicine contains nothing that is of the least injury to the constitution. Ask your druggist for it. Price \$1 a bottle.