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THE RAILROAD DEBT QUESTION.

A correspondent of the San Francisco "Chronicle," writing upon the subject of the adjustment of the Pacific Railroad indebtedness to the Federal Government, very properly says that what is now to be considered by those who are dispassionate and just, is not the personality of the railroad people, since that is but temporary and subordinate, but the question what is the wise policy for the Government to adopt in the collection of its dues, and what relation will be established by whatever adjustment is effected between the great East and the people of this State?

As the correspondent well says: "We should, therefore, look to the permanent and not to the temporary consequences of the policy to be inaugurated."

Taking up, after this preface, the question of ownership of the roads by the Government, the writer of the letter concedes that hopes entertained by people who favor ownership reside in the belief that such Government ownership would be attended by a policy of operation that would be especially favorable to the people of California. Is there, he asks, reasonable basis for the entertainment of such a hope? Answering his own question, he admits that the ownership would be in the whole people of the United States, and necessarily they would adopt a policy of operation tending to conserve their interests, rather than those of a single and sparsely settled and distant section of the common country.

Congress would determine the rates to apply for service by Government owned roads, as a matter of course. Schedules so established would be framed upon a basis analogous to the adjustment of tariff rates upon imports of foreign manufacturers. Such schedules would, therefore, reflect the relation only that exists between the Pacific States and the vast population east of them, and not be based upon any paternal prompting to give to us protection against commercial competition of the Eastern States with our merchants, manufacturers and producers. That is to say, the management of the roads under Government control would respond to the highest interests of the owners, and these owners would be the 65,000,000 of people east of us, rather than respond to the local and specifically antagonizing interests of the very small minority upon these shores.

It is not, however, our purpose to follow the correspondent's argument throughout and in detail, but we cannot pass the further point made, that if the Government takes the trunk line which it is urged to operate and establishes, as it would of course, a maximum transportation tariff between the Missouri River and San Francisco, the interests of all other transcontinental lines and of all local roads—which would naturally become their allies—will be to prevent freights reaching the Government terminal, San Francisco. In other words, all commercial interests would feel a natural incentive to build up other and competing terminals and conserve other and competitive distributing points on the north and the south of the California metropolis.

for one thing, as a matter of economic governmental policy, and for the other reason that the Government is going to proceed to recover its due. The "Chronicle" correspondent need not trouble himself therefore about Government ownership and its effect upon the port of San Francisco and the State of California. Those who favor Government ownership and devote their energy to that accomplishment, simply eliminate themselves from any part in the readjustment of the indebtedness that will be and must be made. That readjustment, as we have indicated, is going to be upon wholly distinct lines from Government ownership.

The opposition to a refunding of the debts of the roads must, therefore, present a better and different plan than Government ownership in order that the Federal Government may secure its just dues from the roads involved. That opposition must present a plan that will restore to the Government the money it has advanced, for, assuredly, the people of the United States have determined to have that money paid back. He who does not realize this truth is blind to what is perfectly apparent to the unbiased mind. It is therefore childish for anyone at this juncture to propose and demand, as a means of restoring to the Government the money it has advanced, the ownership and operation of the roads by the Government, with all the involvements that such a scheme carries. As we have already said, whoever now stands up for Government ownership places himself entirely outside of the pale of those who will exert any influence whatever on the inevitable readjustment of the indebtedness.

The conclusion is therefore reached that as the people of the whole country are resolved upon a policy that will restore to the Government the money it has advanced in behalf of the railroads, some form of refunding bill will be passed, since in that way only can the Government insure to itself such return. To repeat, the Government clearly intends to recover its advances to the Pacific railroads; that this is so must be apparent to whoever considers the matter in a judicial frame of mind, divests himself of local prejudice and gets outside of the discoloration of local waters. It follows therefore that the thing for California—the very best thing for it—and therefore the wise thing, is to have the Central Pacific Railroad, from Ogden to its Pacific terminus, left in the hands of its present owners, in the hands of a friendly Pacific Coast management.

The logic of the situation leads inevitably to this conclusion; there can be no escape from it, and therefore the wisest policy for California communities to adopt is to concentrate energy upon such a refunding scheme as will best conserve the end we have indicated, and leave the management of the road where it is, and at the same time secure to the Government return of its advances according to a plan to be adopted for that purpose.

Common self-interest dictates such a policy. If all other considerations are pushed back, that alone should serve to put California on that side of the question. Government ownership of the "Chronicle" correspondent has shown in a series of questions that carry their own and irrefutable answers will, so far from achieving the end that should be desired by San Francisco and the people of this State, actually defeat it, whereas a refunding scheme that will secure the payment to the Government of the money it has advanced, and leave the road terminating in California in a position that will of necessity make its management friendly to California interests since its own are bound up in them, is the policy that California should favor, and which it will support, if it does not remain persistently and foolishly blind to its own best interests.

AS OTHERS SEE US.

A representative of the Fair Oaks colonists has written a letter to a widely circulated Eastern journal, making complaint as to their treatment at the hands of the Southern Pacific Company. We are not now proposing to defend that company, because we are not sufficiently familiar with the facts to judge of the merit of the complaint, but there is one element of the complaint which relates to California in general and to railroad stations in particular, which we know to be well founded.

Speaking of the dining station at Truckee, the literary representative of the party has the following: "Here in order to get to the dining-room we had to usher the ladies and children of our party through a saloon, with its accompaniment of beer-eyed loafers, tobacco smoke, whisky bottles and bad smells. The dining-room forms a sort of annex to this annex of Satan's kingdom."

There is nothing which strikes the Eastern emigrant so forcibly as the openness and badness of the saloon association with everything public in California. Wherever a saloon is kept in a station house, ladies and children are forced to hear the rough, profane and vulgar language which is an inseparable accompaniment of a saloon, and the Eastern visitor is strongly repelled by this coarseness, brutality and vice.

The people of California are so thoroughly injured to the accessories of drunkenness that they scarcely realize the impression which the eternal presence of whisky makes upon the newcomer. There is scarcely an eating station along the line of any road west of the Rocky Mountains that is not an annex to a saloon. In most cases the passengers must pass through these saloons to get to the dining-room. It is not over-sensitiveness, or over-niceness, on the part of decent people that they do not like to pass through a saloon to reach a dining-room. It is a perfectly natural and highly commendable instinct, and it is to be regretted that the people of California have not more of that same instinct. The sum of this whole matter is that the association of the saloon business with the railroad eating-house is wrong in every particular; is wholly indefensible; and we entertain no respect what-

ever for any one, be he high or low, who would have the temerity to defend it.

NOTE AND COMMENT.

The story comes from Hawaii that the Government will early pardon the late Queen. Why not? It would be magnanimous and involves no danger to the new Government. The possibility of Liliuokalani's restoration has now passed.

The San Francisco "News Letter" terms women "persons of the ruder sex." In support it calls attention to the fact that women are less courteous in car, dining-room, shop, street or anywhere in public than men, and that the acts of discourtesy are such as to be matters of common remark and regret. The "News Letter" wants some man of wealth to endow a college for the cultivation of better manners among women. There is just enough of truth in the charge of our contemporary to make the subject one of interest. But the remedy for any discourtesy complained of is or should be in the home. No girl properly brought up and taught her duty to her neighbors will ever be open to the charge when a woman that she is of the "ruder sex." For a great deal of the rudeness of women in public men are themselves responsible. Chivalry does not demand of them that they shall submit to it, or remain silent of protest, when any woman so far forgets herself as to treat anyone with discourtesy and rudeness.

The latest dispatches indicate that Russia will very speedily take a prominent part in the Armenian difficulty, and that England will accord Russia support. The plan seems to be to demand of the Porte certain concessions for the Armenians which, if not granted, will result in an advance upon Turkish territory by Russian troops. There are a good many reasons for giving credence to this story, but before it can be said to be wholly reliable we must await more detailed statements than are now given.

San Francisco could not be happy without a scandal, and it has one for the opening of the new year, which involves a prominent clergyman, and has led to the arrest of the woman at his instance on a charge of attempted extortion. As a matter of course, the sensational press gives from six to seven columns of the details of charges and denials. What earthly good can be conserved by such washing of dirty linen in public?

The Boot and Shoe Trick.

A coquettish trick has been revealed to me. It seems to be widely practiced at seaside and watering-place hotels. Those who resort to it are ladies solicitous to captivate, but who have no reason to be proud of their feet. To give rise to the idea that they have pleads and shoes not made for wear, but to be left outside their bedroom doors to be cleaned. To give them a quite natural appearance the soles and parts of the uppers are smeared with liquid mud kept in a bottle like patent blacking. As one must souffrir pour etre belle, the boots intended for daily wear are slyly cleaned by the owner, when she has not a maid with her. It appears that Frenchmen are apt to scan the boots of ladies in the corridors of hotels. There is no more curious sight than a long double row of pairs of boots. It is a most suggestive sight, and may be amusing as a rebuke. If where beauty ends modesty begins, it is, perhaps, modest as well as coquettish to have

special boots and shoes to figure in hotel corridors.

The person who has told me of this boot and shoe trick is the foreman of a chausseurs de luxe house in the Rue du Quatre Septembre. It appears that brides whose feet are not small now hire tiny chausseurs to figure in the tressau. Those really made to fit are not on view. This device was recommended and adopted at a great royal wedding that came off within the present year. The bride had, to quote the saleswoman, les pieds si longs qu'on ne pourrait se resoudre a exposer ses chausseurs. But as the absence of shoes and boots would have been noticed, a whole stock of elegant and fairly small-sized pairs were borrowed for the tressau table.—Paris Correspondence London Truth.

JOAQUIN MURRIETA.

Reckless Darling of the Noted California Bandit.

Murrieta dressed after the fashion of the day, and was a typical Mexican on horseback. His hat, or sombrero, was plumed with black feathers, his pantaloons and jacket were of fine cloth, and the jacket was braided with gold. He rode a magnificent steed; the Spanish saddle being ornamented with silver.

He frequently visited the towns in disguise, with one or two attendants, to dance at the fandangoes, flirt with the señoritas, play monte, and if unsuccessful raid the bank. While Murrieta was at a monte table in Marysville, a Braggard said he would, "Just give \$1,000 for a chance at that greaser, Joaquin."

In a spirit of recklessness, Murrieta sprang upon the table, bowie-knife in hand, and shouted: "You cowardly gringo, look, I am Murrieta!" The man trembled and the crowd stood back in amazement. Murrieta then walked out of the room, his associates covering the crowd with their revolvers. Under various disguises he entered towns, sought out persons who had betrayed him, and while in the act of stabbing them to death, uttered, "Joaquin."

Perhaps the most daring act was that at Stockton. The Governor had offered a reward of \$5,000 "dead or alive" for Joaquin Murrieta. Disguised, he rode into town, and seeing a crowd reading a placard, he rode up. Reading it, he dismounted and wrote underneath: "I will give \$10,000 myself. Joaquin Murrieta."

In a moment he had remounted, and as his horse swiftly sped away, he turned in his saddle, and with a dagger in his hand, shouted, "Carajo, gringos!"—J. M. Scanlan in November Overland.

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ASHAMED TO BE SEEN because of disgusting facial humours is the condition of thousands who live in ignorance of the fact that in CUTICURA SOAP is to be found the purest, sweetest, and most effective skin purifier and beautifier in the world. For pimples, blackheads, red and oily skin, red, rough hands with shapeless nails, dry, thin, and falling hair, it is wonderful.

LOOK! This is the bureau of a bedroom suit we sell at \$27 50. Solid oak, antique finish. Suit includes bureau, bed, washstand, table, rocker and two chairs. The same suit, with square bureau, only \$25. Bureau alone (as in cut), \$15. We have a hardwood 7-piece suit at \$18. Just a look! Just a little comparison will save you money—will teach you that Breuner's is one store in a thousand. John Breuner 604-606-608 K ST., SACRAMENTO

HORSES CLIPPED BY MACHINERY. Dr. C. L. Megowan, VETERINARY SURGEON, 818 Fifteenth Street.

DIVIDEND NOTICE. San Francisco Savings Union, 530 CALIFORNIA STREET, CORNER WEBB. FOR THE HALF YEAR ENDING with the 31st of December, 1895, a dividend has been declared at the rate per annum of four and thirty-two one-hundredths (4 32-100) per cent. on term deposits, and three and six-tenths (3 6-10) per cent. on ordinary deposits, free of taxes payable on and after THURSDAY, the 21st of January, 1896. dis-d&w2w LOVELL WHITE, Cashier.

PRINTING D. JOHNSTON & CO. 410 J STREET. FRENCH DRESSMAKER AND HAIRDRESSER. And dealer in High Goods, MADAM M. L. SWILLING, 1012 Eleventh street. THE WEEKLY UNION—THE BEST weekly on the coast.

OUR STORES WILL BE CLOSED NEW YEAR'S DAY.

After Christmas Bargains. The Radical Reductions Which have been made on the prices of Fine Capes and Jackets place them away under even bare cost of production. From store-opening to store-closing we are busy. The prices on Holiday Stocks were closer to cost before these cuts than buyers ever before knew. Think what they must be with Discounts of 25 and 33 1-3 per Cent. No wonder we are busy when you consider the facts. Then to make the bargain-giving still more wonderful come these Cape, Jacket and Glove offerings.

- Holiday Footwear. All our Men's, Ladies', Misses' and Children's Fine Valves Embroidered, Leather and Warm Felt Shoes and Slippers. 25 PER CENT. OFF.
- Dolls and Toys. All of the Dolls, both dressed and undressed. Tin Toys, Iron Toys, Wooden Toys, Doll Jewelry, Doll Buggies, Toy Furniture, Wheelbarrows, Velocipedes, Tricycles, Rocking Horses, Drums, Toy Books and Story Books. In fact everything in the Toy line. 25 PER CENT. OFF.
- Men's Neckwear. All the higher priced novelties in Men's Fine Holiday Ties and Silk Mufflers. Lines bought for holiday time. 25 PER CENT. OFF.
- Men's House Jackets. The entire line of elegant Smoking Jackets and Dressing Gowns go in this sale at 25 PER CENT. OFF.
- Holiday Handkerchiefs. All the lines of Ladies' and Children's Fine Boxed Handkerchiefs that come half-dozen to a box, some exquisite patterns in handsomely decorated boxes; also the Ladies' Sheer White Linen Embroidered Handkerchiefs that sold at \$1 to \$3. The very fine White Silk Handkerchiefs, with Clifton borders, at \$1 50 and \$2, and the fine White Silk Handkerchiefs, with colored borders, 75c and \$1. ALL 25 PER CENT. OFF.
- Fans, Drapery Scarfs. Some fine novelty Fans in Black, White and Colored Gauze that were priced from \$1 to \$2; Colored Denim Stand Covers with fringed border, and Colored Denim Bureaus Scarfs at \$1 and \$1 25; also the pretty novelty Silk Drapery Scarfs at 50c, 75c to \$2. All go at 25 PER CENT. OFF.
- Ladies' Neckwear, Skirts, Fascinators, Infants' Hoods. Whatever remains of the line of Ladies' Fine Fancy Neckwear, The Ladies' Fancy Worsted Fascinators in a fine line of colors at 75c, \$1 and \$1 50. Ladies' fine grade Colored Knit Worsted Skirts at \$1 50 \$1 75 and \$2, and Infants' Colored Worsted Hoods, overshot with silk, that are priced 75c. ALL 25 PER CENT. OFF.
- Fine Leather Goods. All those Elegant Leather Purses, Pocket-Books and Card Cases for both men and women; Men's Cigar Cases, Bill-Books, Traveling Cases and Writing Cases or Lap Tablets; Picture Frames, Photo Albums—in plush, too—Scrapbooks and Auto-graph Albums. AT 33 1-3 PER CENT. OFF.
- Bisque, Glassware, Gold Pens, Fancy Cases. The beautiful imported Bisque Ware of all descriptions—Figures, Match Safes and different marked ornaments. All the handsome Vases and Flower Holders, as well as the elegant line of Atomizers, Gold Pens and Holders, and Fancy Plush and Celluloid Cases of all descriptions—Toilet, Manicure, Work, Collar and Cuff, Necktie and Jewel Boxes, etc. ALL 33 1-3 PER CENT. OFF.
- CAPES. LADIES' DOUBLE CLOTH CAPES, in navy, black and tan colors, some handsomely braided, some prettily jetted. Reduced to \$7 50. LADIES' ELEGANT DOUBLE CLOTH CAPES, some trimmed with jet and braid, some appliqued and jetted. All up-to-date garments and most remarkable values. Reduced to \$12 50. LADIES' FINE FRENCH SEAL CAPES, with handsome Persian lamb collar, 120-inch sweep and lined with fine quality silk. Reduced from \$20 to \$13 50. LADIES' FINE FRENCH SEAL DOUBLE CAPES, with Persian yoke and high storm collar, elegantly trimmed. Reduced from \$25 to \$17 50.
- JACKETS. LADIES' CLOTH JACKETS in navy and black, double-breasted style with velvet collar. Reduced from \$5 to \$3 00. One lot of LADIES' JACKETS in navy and black cloths. Reduced from \$3 to \$1 00. LADIES' CLOTH JACKETS in navy, black and tan. Double-breasted style, lengths are 23 and 27 inches, large sleeves. Nicely braided and fur-edge trimmings. Reduced from \$10 and \$12 50 to \$5 00. LADIES' CLOTH JACKETS in navy, tan and Havana brown, both double and single-breasted styles, 24 to 27 inches long, handsomely trimmed in fur. Reduced from \$15 to \$8 00.
- GLOVE SPECIAL. A maker's necessity and our ready money brings these to you at near the half-price mark. You can see them in the window. Ladies' Pique Seam Walking Gloves, with four large pearl buttons in colors to match gloves. There is a good line of sizes of these stylish gloves, and they are worth regular \$1 a pair. Sale Price, 60c Fair.

DISCOUNT SALE CLOSING TUESDAY EVENING. SALE COMMENCES TO-DAY. HALE BROS. & CO., 825 to 835 K St.