

DAILY RECORD-UNION

ISSUED BY THE SACRAMENTO PUBLISHING COMPANY. Office: Third Street, between J and K. THE DAILY RECORD-UNION. A Seven-day Issue.

For one year, \$5 00. For three months, \$1 50. For six months, \$3 00. For ten cents per week. In all interior cities and towns the paper can be had of the principal periodical dealers, newsmen and agents.

The Sunday "Record-Union," twelve pages, 25 cents per month, delivered by carrier. Sent by mail at \$1 50 per year.

Uptown Branch Office. At A. C. Tuft's Drug Store, southeast corner of Tenth and J streets, where subscriptions will be received for the "Daily Record-Union" or the Sunday Issue alone.

OAK PARK AGENCY—At A. F. Baker's grocery, corner Thirty-fourth street and Sacramento avenue.

THE WEEKLY UNION

(12 Pages). Is the cheapest and most desirable Home, News and Literary Journal published on the Pacific Coast.

The Weekly Union, per year, \$1 50. These publications are sent either by Mail or Express to agents or single subscribers with charges prepaid.

The best advertising mediums on the Pacific Coast. Entered at the Postoffice at Sacramento as second-class matter.

Record-Union Telephone. Editorial Rooms, Red 131. Business Office, Black 131.

Special Agencies.

This paper is for sale at the following places: L. P. Fisher's, room 21, Merchants' Exchange, California street; the principal News Stands and at the Market-street Ferry, San Francisco.

LOS ANGELES—Electric Book Store, corner Second and Main streets. SAN DIEGO—Emmal & Co., 500 Fifth street.

CORONADO—Hopkins & Cox, Coronado Hotel. SANTA BARBARA—Hassinger's News Depot.

FRESNO—C. T. Cearley, 1111 J street. SANTA CRUZ—Cooper Bros., News Depot.

Also for sale on all trains leaving and coming into Sacramento.

Eastern Business Offices.

"The Tribune" Building, New York City. Western Business Office, "The Roostery," Chicago.

The S. C. Beckwith Special Agency, sole agents foreign advertising.

Weather Forecast.

Northern California—Fair; somewhat warmer in the Sacramento Valley; a moderate norther, with sandstorms in the upper San Joaquin Valley.

A STREET MATTER OF SPECIAL INTEREST.

Many years ago an extended mileage of the streets of this city was graveled. At least it was supposed that gravel had been placed upon them.

In some instances, as on M and L streets, in certain blocks, this work was well done, in this, that gravel was really placed upon the highway.

These streets to-day are in comparatively good order and wear well. On the great majority of our "graveled" streets, however, developments prove that the people were outrageously swindled; to say robbed would not be putting it too strong.

Since the demand for the removal of mud from the streets has been recognized and complied with by the authorities, and since so many of the alleys have been improved that mud is no longer dragged by wheels from them on to the improved streets, a singular and most embarrassing fact has developed.

The late heavy rains have washed the streets clean. They were freed of mud just before the storm by the energy and good judgment of the new Street Superintendent, and the discovery is now made that instead of a smooth graveled surface, over one-half of the streets are simply piles of cobbles and monstrous rocks.

Whatever of fine gravel there was originally on them has mainly disappeared, and there remain tons upon tons of huge stones that are positive nuisances and serious obstructions to travel.

If there is a particle of doubt in the mind of anyone upon this subject let the citizen make examination, as was done for the "Record-Union" yesterday, of these sample streets: Sixteenth, from J south; Fifteenth, from J north; the entire length of J and I streets, from Sixteenth on the first, and from Eighth on the latter eastward to Thirty-first. These are mere samples and by no means the worst.

Between the rocks which there have developed gullies and ruts that are wearing deeper rapidly, and will soon render the streets almost impassable.

Propositions to repair the evil it was found yesterday by our reporter are already being seriously debated by those living upon the line of these damaged highway. One of these schemes proposes the hauling in of gravel to fill between the stones. This will be a serious mistake, and absolute waste of money.

We beg those who have it in mind to take warning by the experience of other cities. Such attempts elsewhere under like circumstances have made bad matters worse.

There are but two courses to pursue, either of which is advisable, but one is far the superior. First, to send gangs of men through the streets in which these bowlders urprise so thickly to break them off and shatter them with small hammer-heads on long, springy, hatts or handles.

The use of such an implement for such purposes is far more expeditious and effective than the use of sledges, since it is the character rather than the force of the blow that shatters the stone. The debris from this breaking process may be swept into the low places, the ground water-puddled, and the material tamped down hard. This will give us a fairly good surface, and the cost ought not to exceed \$20 a block.

Light repair coats of fine gravel well rolled might be added and would insure a pretty good street for several years to come.

The second plan, which has the especial approval of road engineers, is to break out the big stones, or crush them as suggested in the first place, supplying other substitute as needed, and then put on a thin coating of macadam road metal now procurable so cheaply from the State rock-crushing plant at Folsom, puddling and rolling thoroughly.

It is believed that there is substance sufficiently firm below the obstructing cobbles and bowlders to support a macadam dressing very well and

give us street surfaces good for several years, or until the people are fully able to make just such streets as they desire.

This local matter is of serious importance and deserves the instant attention of all who feel an interest in the welfare of the city, and especially should have the consideration of taxpayers who foot the bills. They should protest vigorously if they do nothing else against any attempt to put on gravel loosely to fill the interspaces between the protruding rocks.

Except it were puddled and tamped in it would be waste of time and money, and even then without shattering or removing the rocks it would prove but a miserable makeshift.

The "Record-Union" suggests that to determine just what should be done, to prove whether there is virtue and truth in the assertion here made, the Trustees or the Superintendent of Streets treat one street block as suggested in the first plan, doing the work thoroughly and well, and then note the result.

It will not cost to exceed \$20 to treat the block. Indeed, one engineer goes so far as to say that it can be done for half that sum, though we doubt it. We suggest that Sixteenth street, from J to K, be selected for the experiment, or Fifteenth, from J to I, as they are central, near a prominent public building, on a line of street railway, and thus the larger number of citizens can observe the treatment and its results.

If the plan works, as is believed, the insignificant sum of three cents a front foot will put the streets complained of in good condition, and we do not believe that there is a property-owner who will not gladly voluntarily pay the small sum of \$2 40 per eighty-foot lot to have the work done.

If the experiment proves successful we have faith in the public spirit of the property-owners that they will have the work done, though not bound to do so, since the city has accepted the streets. But there is no sufficient city fund at present with which to carry out this important improvement.

The City Trustees have at last ordered the purchase of a street-roller. Had this been done five years ago city property-owners would have been in pocket many thousands of dollars. But there is to be bought only a fifteen-ton roller. Now if the Trustees will examine a little more into the subject, they will find that it will be more economic and cost very little more to buy a roller so constructed that it may be loaded by means of a water tank to twenty tons' weight when needed, or reduced to twelve tons, as may be necessary.

Fifteen tons is fair weight, but there will be many cases when it will be for the interest of the taxpayers to have twenty, even thirty, tons' weight applied. Such a roller as may be quickly adapted so as to give varying pressure is what is needed, and is considered the best and most economic.

In his recent speech upon the Monroe doctrine, ex-Minister Phelps said that "no nation can afford to set itself up against the opinion of the world." Hold fast, Mr. Phelps, at that point. The thirteen American colonies did set themselves up against the opinion of the world, practically. There was but one nation on the globe that approved their action, and that was more because of enmity to Great Britain than out of sympathy for the Americans.

Oh, yes, a nation convinced that it is right can afford to, and ought to, if need be, set up against the opinion of the whole world, and even be whipped into the bargain for the cause of justice.

Thus far our fears for the American athletes at the Olympian games have proved groundless. The American teams won so many victories in the first day that really we have a great deal to be proud of. Garrett won in the throw of the discus. That he defeated a man with such a name as Paraskevopoulos adds additional glory to his victory.

Lane, Curtis and Burke won the 100-meter race, and Johnson captured the 400-meter running match. The Americans therefore have sustained the national athletic name well and given us cause to be proud.

Caricature by coarse illustrations in the daily press has now become entirely ineffective and harmless, because of its grossness and the silly purposes to which it has been debased.

Really, it is helpful to anyone nowadays to be ridiculed in the sensational and morbid press. Time was when caricature was wit in illustration, humor in sketch and truth with the point sharpened. But the attempt of every sensational sheet in the land to be a "Punch," and the effort of all manner of dabblers to be wits, has made modern caricature entirely harmless.

Mr. Chauncey Depew is reported by a San Francisco paper to have said that since his arrival in California he had not seen a handsome woman. It is with sincere regret that we learn of the affliction of this genial lover of mankind. We had not before learned that Mr. Depew had lost his sight.

A Grand Specific.

In Paris a new novel entitled "A Victim of the Guillotine" is all the rage just now. It is advertised on large posters at the street corners.

By a singular chance one of these posters was partially covered by the advertisement of some patent medicine, which made it read as follows: "A Victim of the Guillotine—No more headaches."—Motto per Ridere.

A Subject of Sincere Congratulation. Is the non-possession of an actively sensitive nervous system. There are hosts of people who, although free from any positive nervous disease, are set, so to speak, upon "tender hooks" by slight noises or an unexpected occurrence of the smallest moment.

Hostetter's Stomach Bitters is of inexpressible benefit to the nervous. Taken before bedtime insures tranquil, health-yielding slumber, and used between meals it restores that sound digestion usually denied to nervous invalids. It is also eminently beneficial to sufferers from rheumatism, malaria, debility, constipation and kidney troubles. Persons suffering in the matter of appetite, flesh and the ability to sleep soundly should resort at once to this superb, nervine, alterative and tonic. For nearly half a century it has been a leading medicine, and has received the highest tributes from the medical profession. Use it and be convinced.

All the events of the Bay District track, San Francisco, are chronicled daily by George Rowe & Co., at 814 K street, and the result is known here almost as soon as on the track.

VOICE OF THE PRESS.

Expressions of Interior California Newspapers.

Comments Upon Things Local, Governmental, Practical, Theoretical and Current.

Tulare Register: The wheelmen of Chicago are not only going to band themselves together politically to secure good roads, but to show their good faith and helpfulness they propose that each wheel in the city shall be taxed \$1 per year for the purpose of road-making.

This seems to be a good scheme and it might be adopted with profit on this side of the continent.

WEYLER.

San Jose Herald: Unless there is a regular outrage mill running in Cuba General Weyler is vindicating his right to the nickname of "Butcher," and is also making public opinion among the people of the United States and their representatives at Washington in favor of some action on our part to put an end to Spanish power in Cuba.

IT PAYS.

Marysville Democrat: Young men starting out in life should always bear in mind that it pays to be honest. Take President Lincoln as an example. While a young man he purchased a grocery store in a small town in Illinois, and one day, in making change with a customer he made a mistake of 10 cents in his favor and walked six miles that evening to pay back the amount.

In purchasing the store he contracted debts that took him fifteen years to pay off, but he paid every dollar, notwithstanding the fact that several offered him liberal discounts. You may gain temporarily by dishonest methods, but there is bound to be a day of reckoning. Above all things be honest; it pays in the long run.

WHAT THE SOUTHERN PACIFIC OWNS AT SANTA MONICA.

Los Angeles Express: The statement of the "Times" that "the Southern Pacific monopoly controls the entire water front at Santa Monica" is characteristic of the carelessness with which our ever-esteemed contemporary handles facts. Equally untrue is the statement that this paper has carefully suppressed that fact. The "Express" has not suppressed that fact, first because there is no such fact to suppress. On the contrary in the issue of this paper for last Wednesday both Messrs. E. J. Vawter and Robert Jones are quoted on this very subject. Mr. Vawter said: "Why, the Southern Pacific owns more property at San Pedro than here. Its entire holdings here are 249 acres north and west of the canyon, except its right of way, and some fifty acres where the Arcadia Hotel and bicycle track are located. The idea that all the water front is owned by the Southern Pacific is entirely wrong. Senator Jones and Mrs. Baker own far more than the railroad. Then again, Mr. Huntington has always expressed a perfect willingness to allow any other road to use the long wharf by paying a share of the expenses of managing it. Besides if the breakwater, were built there would be no difficulty in any other railroad getting frontage enough to build at the wharves they wanted. Mr. Huntington will build another track

on the wharf for other railroads if necessary."

That is certainly clear enough. Mr. Vawter is a reputable citizen, whose position in the community is certainly good.

THE RIVER APPROPRIATION.

Stockton Mail: The main point that concerns the people just now, however, is the injustice of making them pay for works intended to promote private interests. Hydraulic mining, even under the most favorable circumstances, can be pursued only at the expense of agriculture, and the burden of building and maintaining works designed to protect the farmer from damage should be borne by the miner. This is the attitude of the "anti-debris" people, and it has always impressed us as being the correct one. Hydraulic mining is only tolerated, anyhow; it is favored solely by the few that are engaged in it.

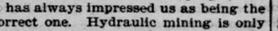
FTS SACRAMENTO.

Stockton Record: The people of Stockton are offered a golden opportunity to obtain cheap rock from the Folsom quarry at just the time the streets should be improved, and just when all other material and labor are at the cheapest point. The present city administration will accept macadam streets and manifests a commendable interest and pride in having the work performed. The administration is in favor of progress, and to that extent at least the "Record" is fully in accord with it.

Moved.

Cooper Music Company (Neale, Eilers & Co.), 716 J street, everything in the musical line.

Holmes, photographer, 1308 Tenth.



FOR Fine Tailoring

Perfect Fit, Best of Workmanship at Moderate Prices, go to

JOE POHEIM

THE TAILOR. PANTS made to order from \$4.00 SUITS made to order from \$15.00 MY \$17.50 AND \$35 SUITS ARE THE BEST IN THE STATE.

803 AND 805 K STREET, JOSEPH'S NEW BUILDING SACRAMENTO.

HYM. WOLF, Manager.

Office of the Central Pacific Railroad Company, Hobart Building, No. 532 Market Street, San Francisco, Cal., March 23, 1896.

THE ANNUAL MEETING OF THE stockholders of the Central Pacific Railroad Company for the election of directors for the ensuing year and for the transaction of such other business as may be brought before the meeting will be held at the office of the company, in the city of San Francisco, on TUESDAY, the 14th day of April, 1896.

W. M. THOMPSON, Secretary. mr23-td

THE CROWNING TRIUMPH IN

an electro-medical science, with Sanatory, for Weak, Debilitated Men, for men suffering from excess and exposure, Nervousness, Debility, Lack of Confidence, Poor Memory, Weak Back, Kidney Complaints, Rheumatism, Dyspepsia, Indigestion, Constipation, Scatula, General Ill Health, etc. To all sufferers from these complaints we guarantee a permanent and absolute cure.

Our Dr. Sanden Electric Belt and Suspensory is used all over the world, and its cures number among the thousands. It gives relief after all other remedies fail, and is Nature's own remedy. Sufferers from any form of debility or vital weakness will find in it a prompt restoration to vigor and a complete cure in 60 to 90 days.

MEN! WHY ARE YOU WEAK?

Certainly not because you desire weakness in preference to VIGOROUS STRENGTH. No doubt it is because you do not know where to find a cure. If you are one of this class we can assure you a full and complete recovery of your health and vigor.

Send for the book, "Three Classes of Men," free.

SANDEN ELECTRIC CO., 322 Market st., San Francisco, opposite Palace Hotel. Office hours, 9 to 6; evenings, 7 to 9; Sundays, 10 to 1. Los Angeles office, 204 South Broadway. Portland, Or., 255 Washington st.



THE BEST FIVE-DOLLAR

Suits we know of!

Men's and Youths' Mode Corduroy Suits in sizes 34 to 42. These goods are properly cut and well made throughout. The coats are four-button sack style with wide facings.

After examining the line you'll be surprised that the price is not double. They're big value at \$5 a suit.

SPECIAL TO-MORROW.

Ladies' Hose.

Such an offering in Ladies' Black Cotton Hose is very seldom met with. These are fast black and seamless. Worth 20c a pair. TO-MORROW, 10c PAIR.

White Goods.

White Nainsooks in neat checks and plaids for aprons and children's wear. Experts say worth 7 1/2c yard. They'll go TO-MORROW AT 5c YARD.

Ladies' Shoes.

A large lot of Ladies' Straight Foxed Button Shoes, both kid and cloth tops, with narrow square toe and patent tip; a good line of sizes. These are a \$3 grade. TO-MORROW'S PRICE, \$1 65 PAIR.

Combs.

Black Rubber Dressing Combs, 8 inches long and an extra good 10c value. TO-MORROW'S PRICE, 5c EACH.

Boys' Suspenders.

Boys' Wire Buckle Suspenders, made as well as though intended for their fathers, and worth double TO-MORROW'S PRICE, 5c PAIR.

Ladies' Waists.

Good choosing yet from those Fine Percale Waists in stripes and checks that went on sale Monday. They have laundered collars and cuffs and a good, big dollar's worth in each. FOR 60c.

Dress Goods.

35-inch Black Imported French Serge in firm surah twill weave; good, heavy quality. SPECIAL PRICE, 22 1/2c YARD.

SPECIAL FRIDAY.

Dress Shields.

A very superior quality of Rubber Lined Shields. Worth from 25c to 40c a pair, according to size. All go on sale FRIDAY AT 10c PAIR.

Sheeting.

Bleached Sheeting, 9-4, or 81 inches wide, extra heavy and free from filling or weighing. Worth at the present time 22 1/2c a yard. FRIDAY'S PRICE, 15c.

Ladies' Oxfords.

A mixed lot of Ladies' Fine Kid Lace Oxfords, handturned soles and patent leather tip on toe. These are the produce of one of the best factories in America. A good run of sizes in \$2 50 and \$3 values. FRIDAY'S PRICE, \$1 10 PAIR.

Overshirts.

Another lot of those Men's Black Satine Overshirts, made with pocket and cut full sizes. Worth 50c each. FRIDAY'S PRICE, 29c.

Toilet Soap.

A very unusual value this Gem Glycerine Soap. Comes in good-sized, transparent cakes, three to a box, and worth near a half more than FRIDAY'S PRICE, 10c BOX.

SPECIAL SATURDAY.

Ladies' Handkerchiefs

One lot of Colored Border Hemstitched Handkerchiefs. Worth regular 8c each. SATURDAY, 3c EACH.

Ginghams.

Apron Ginghams in checks and plaids; a good, standard make and special value at SATURDAY'S PRICE, 5c YARD.

Children's Shoes.

A mixed lot of Children's Fine Black Dress Shoes, with cloth tops, in colors, tan, pearl and black. At present market ratings they are worth \$1 50 a pair. SATURDAY'S PRICE, 78c PAIR.

Nightshirts

For men and boys, such as sold so well in a recent sale; all sizes; made of good, strong white muslin. Value, 60c each. SATURDAY'S PRICE, 30c EACH.

Whisk Brooms.

10-inch Whisk Brooms with strong, wire-bound handles. A value you can't duplicate under 10c. SATURDAY'S PRICE, 6c EACH.

SATURDAY'S LINEN SPECIALS.

Cream Bleached Table Linen in pretty damask patterns, 54 inches wide; made from pure flax. You save 10c on every yard at SATURDAY'S PRICE, 35c.

Full-bleached 5-8 size Linen Damask Napkins with fast selvedge. They are actually worth \$1 50 a dozen. SATURDAY'S PRICE, \$1 10 A DOZEN.

THREE BEAUTIES!

TRIBUNE, WINTON, 1896. FEATHERSTONE. BICYCLES.

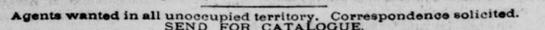
The Three Standard Makes of the World.

BAKER & HAMILTON,

Sole Pacific Coast Agents, Sacramento, California.

Agents wanted in all unoccupied territory. Correspondence solicited. SEND FOR CATALOGUE.

JORDAN & BANTA, Local Agents for Tribune, 1010 J Street. L. ANDREWS & CO., Local Agents for Winton, 824 J Street



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