DEEP SEA HARBORS.

(Continued from Fourth Page.)

helping great shipyards by giving them contracts for building vessels, and I am glad of it. They needed it. They wanted to build the vessels in the United States. We had ingenuity enough; we saw all that was needed was encouragement. We have been helping great iron works, Bethlehem and Carnegie's, by giving them contracts and a chance to make money, and thus get their plants together. It was a good thing to do. But there was a quiet man in the United States who did not call upon the Government for any help. Nobody in the Senate knew anything about what was going on at Newport News. One day I received an invitation to go down and see a ship launched at Newport News. I did not know there was a shipyard at Newport News; I had never heard of it. I went down there, saw a great iron ship married to the ocean, and it had been built in the finest shipyard in the world, equipped with every kind of conceivable modern machinery, costing $6,000,000. It employed thousands and thousands of men; it has enabled them to support their families; they have built themselves houses, and for the next half century it will support these men, educate and clothe and feed the children; and Huntington did it. Oh, cut off the appropriation for Newport News; he ought not to have it! Huntington ought to be punished for building that shipyard, which is to-day underbidding every shipyard in America and building the great war ships of the country.

Cut it off from Norfolk, where he has a great line of steamers. The improvements there are a benefit. Cut it off from New Orleans. He runs twenty steamers into New Orleans.

Oh, it is too paltry to undertake to stop any legislation with that cheap, demagogical cry that because Huntington has done it no help can be given to Huntington. He employs to-day 75,000 men; pays them their wages when they are due, and there never has been a laboring man who has worked for him to whom he has not given his wages the day it was due; one instance I know, where a railroad was an utter wreck and owed the laborers $500,000, and Mr. Huntington put his hand into his pocket, gave the $500,000 to the railroad, wrecked as it was, to enable it to pay its laborers, took the wrecked railroad as security; and then put his energy and courage into the railroad and brought it up to life, activity and value.

Mr. President, enough of this sort of paltering has been indulged in here. Let us come right back to the questions of where a harbor should be made, and whether it should be made at all. It has been said, and truly, that we sent a Board of Army Engineers out there. I have called your attention to their report. I do not yield to any man in the Senate or anywhere else in my respect for the army engineers. They are gentlemen—thoroughbreds. They are educated men and scientific men. Their integrity can be trusted without question. I would risk my life and my reputation and my money with the Corps of Army Engineers as quickly as I would with my own father. But, as the Senator from Missouri said, they are finite; they make mistakes; they are frequently overruled. They are fortification engineers, as General Craighill said in our committee room, not riparian engineers.

It is said we cannot overrule them; we must not overrule them. Your attention has been called to instances where we have deliberately overruled them. We have overruled them three, four or five times in this very bill which we are now considering. We sent either a board or an engineer down to Brazos River to see whether or not it could be improved and a great commercial harbor made there. The engineers reported that it was an utter impossibility; that the jetty system there would be an entire failure; that the river would fill up. Colonel Ernst afterward made another report, and he more strongly said that it was an utter impossibility; it could not be done. We authorized a company to do it, and in the river and harbor bill. That company sent for Mr. Corthell, this gentleman who perhaps may be doubted as authority because somebody paid his board. Mr. Corthell went and made a plan and specification for a jetty system for the Brazos River. The company adopted it, and to-day they have twenty feet of water and the river is scouring its channel. They want the United States now to take it up. They called upon us, and we concluded to have a commission to investigate. Did we appoint a Board of Army Engineers as that commission? Not a bit of it. We disregarded the Corps of Engineers and appointed outside men to make that investigation. Why? Any Senator can answer the question who pleases.

In this same bill there was a proposition for a great harbor in Georgia, the harbor of Brunswick. There was a gentleman there who thought that with dynamite he could make all the channel that was necessary. I will say for myself that I never believed it. The army engineers laughed it to scorn, said it was an utter impossibility, and that it could not be done. We authorized, in spite of the army engineers, two or four years ago, this man to go on with dynamite and make his channel. He went on and claimed that he had made that channel of a certain depth. Another Board of Army Engineers reported to us that he had not made the channel and was not entitled to pay, but we paid him $30,000. How about the army engineers being supreme authority with the Committee on Commerce? Again, in this very river and harbor bill, he came in for a renewal of his contract, and we renewed it, the army engineers saying that the thing was an utter failure. He came in and proved by divers persons, ship captains and others, that it was not a failure; that he had that depth of water, and the majority of the Committee on Commerce determined against the army engineers, said he had procured a certain depth of water, and they not only renewed the old contract, but they doubled it, they tripled it, and provided for the making of a channel three times as wide as in the first bill. Then they did not leave it to the army engineers to measure—think of it—to see whether or not he had gotten a certain depth of water and was entitled to $30,000. Who did it? We took a man outside of the army engineers, a Geodetic Survey man.

In my experience with river and harbor bills, wherever a majority of the committee wish to overrule the army engineers that majority does it without the slightest compunction of conscience.

A board of army engineers made its report, and I declare that never in a single instance did the first board of army engineers or the second board of army engineers, either one of them, condemn Santa Monica as a harbor, and no condemnation of it can be found in their report. They simply expressed a preference for San Pedro and gave their reasons, and the most prominent reason was that it was better adapted to fortifications than was Santa Monica. That was the principal reason, and, as the Senator from Missouri has said, occupied more space in their report than did anything else.

Another reason they gave was that it was impossible, they thought, to find the right kind of rock at Santa Monica. Now it turns out that there is any quantity of rock at Santa Monica, of the very best kind of granite, 175 pounds to the cubic foot, which is about the best granite you can find, and any quantity of it, illimitable. They declared in their report that there would be danger of one railroad being able to charge any price it pleased for hauling rock if it were hauled by railroad. I propose to add an amendment to the Senate amendment like this: "Provided, That whatever rock is transported by the Southern Pacific Railroad Company, there shall be no charge for hauling higher than one-half a cent a ton a mile"—the lowest rate known to railroads; and Mr. Huntington before our committee said that he would guarantee that it should be hauled for that.

When the report was made to us in our Committee of Commerce we considered the matter, and determined not to appropriate for a harbor at San Pedro at that time. Shortly afterwards I went out there. Now, the Senator from California (Mr. White), who is perfectly fair in his argument, I admit, and argued both sides of the case with so much fairness that every once in a while I felt a little uncertainty as to whether he was not going to take my side, alluded to the "distinguished navigator from Maine," and his visit to San Pedro somewhat sarcastically; but I'll forgive him. I will say, nevertheless, I went out there. I do know something about harbors. I have common sense, I think; what they call in New England "horse sense"; and I have looked over a great many harbors in my life. I am able to form a general judgment. I think I could tell, looking at that picture (indicating) which was the better place for a harbor; and I pity the Senator who could not. I went down there on that bluff (indicating) at San Pedro.

Who took me there? The Southern Pacific owned me then, of course, because the President of the Southern Pacific Railroad Company took me there, and he had about a dozen of his Southern Pacific officers with him. I think the Senator from Minnesota (Mr. Davis) was there with me, and the senior Senator from Connecticut (Mr. Platt). Senator Stanford was urging the necessity of an appropriation, stating that it was vital to the interests of commerce, that a great commerce would spring up there if they could only have a safe harbor. I loved dear Senator Stanford with all my heart; I should have been delighted to have served him in any possible way. He was a kindly gentleman in every respect. I stood on that bluff (indicating), about seventy feet high, the bluff running down straight, rocky, and looked out into this proposed harbor. About the first question I asked the Senator—there was only a slight breeze blowing, that was southerly, and the little waves were rushing up against the rocky side of this bluff upon which I stood—I asked the Senator which was the troublesome wind there. He said it was the southeasterly wind. "If your bad wind is the southeasterly wind," I said, "Senator, how is that harbor, which looks right into the southeast, going to be protected? Where are you going to put your wharf?" He said they were going to put a wharf—Senators can perhaps see the little point running out there about half an inch along the right side of that picture (indicating)—there, inside of that breakwater. "But," I said, "my dear Senator, that wharf will not stay there at all. The southeast wind will take that wharf off"—Senators can see the line there (indicating)—"and any vessel that lies there."

Mr. Gray—Which is southeast?

Mr. Frye—This is southeast (indicating). The southeast wind comes right here where I am pointing (indicating).

Mr. White—The Senator is a little bit out of the way.

Mr. Frye—There is southwest (indicating). The wind comes right in here (indicating). At any rate there was no place there to put a wharf, and no man on earth could find one.

Shortly afterwards they went to work on that wharf. They spent several hundred thousand dollars in building it, and got it out perhaps 100 or 150 feet, when they concluded it was money thrown away and gave it up. Whether I am a "navigator" or not, I made up my mind very deliberately then that a safe harbor at San Pedro was an impossibility on account of the southeast winds. I did not know anything about the southwest waves then at all. I so told Senator Stanford. He argued the question with me, and by that time there were a hundred or two hundred people around listening, and I finally in jest said to the Senator, "Senator, if these Los Angeles people want a harbor, suppose they move their city down to San Diego. There is a good harbor there." You ought to have read the Los Angeles papers that night. There was nothing on earth bad that I was not. I never got such a lecture in my life as from those newspapers, and some of them have kept it up ever since.

The next day I went up to Santa Monica; I think it was Saturday; and for two days I enjoyed the gracious hospitality of one of the pleasantest homes which I ever visited in my life. The host was so much of a gentlemen that he never mentioned harbor to me. But on Sunday, having nothing to do, I went prospecting on harbor business. I looked off onto Santa Monica Bay right from a high bluff; right up here (indicating). Here is Santa Monica. I was right here on this bluff, and looked out into this beautiful bay. It was a still day, and the bay looked like a lake. I thought I had never seen in my life a better place made by the Almighty for a harbor than that was. It seemed to be absolutely perfect. No northeast wind, no north wind, no southeast wind, no southwest wind could touch it; it was a remarkably well-protected resting-place, and it did not need a great expenditure to make it absolutely safe, so it seemed to me. I have never divested myself of that first opinion, which I formed then, notwithstanding the reports of two boards of army engineers; and the other board, which is proposed now, if it should come to the same conclusion, would leave me in precisely the same spot. That may seem like obstinacy, but it is a deep, well-fixed judgment of my own.

I came home told my experience to the committee, and they voted against an appropriation for San Pedro, as has been announced, indicating influence which I did not suppose I possessed with the committee or with the Senate.

We had another board appointed. That board went out, as has been stated, and made the usual examination made by boards. They followed very largely in the footsteps of the first. I never dreamed they would come to a conclusion in favor of San Pedro. I took it for granted that they would decide in favor of Santa Monica. I know them better now. You cannot get one department officer ever to overrule another one, his predecessor; you cannot get an army board of engineers to overrule in the essentials a prior board of army engineers. You put one on the board provided for in the amendment and he never will overrule the Chief of the Corps of Engineers, who has been on one of the boards. The last board, however, differed from the first very essentially in this: They said that the harbor would not fill up with sand if there was a continuous breakwater from the shore out. The other said it would; Corthell said it would; Hood said it would. This board said it would not. As I told you a while ago, they provided for wharves attached to a breakwater that would rise ten feet above the level of the ocean. I am sailor enough to know that that will not do, and I think any Senator here is sailor enough to know it will not do. That board made its report, and still the Committee on Commerce would not make the appropriation for San Pedro, and, in my judgment, never will. You send out a board now of Geodetic Survey men and a naval officer without that provision, that if they decide in favor of San Pedro then the Secretary of War shall make the contract, and let that report come before the Committee on Commerce, I will guarantee that that committee will not provide for an outside harbor at San Pedro. That is so; they would not do it. The inner harbor at San Pedro is enough at that point.

What comes next? I am not conceited enough to set my judgment against army engineers, not at all. I felt a good deal of anxiety about this matter, and one day I heard that the Southern Pacific Railroad Company, which had been trying to induce me to favor San Pedro, had deserted San Pedro and gone to Santa Monica. I made some inquiries in relation to that. I found that the name of their engineer was Hood. I wrote to Mr. Hood and asked him if it was true that the change had been made, to send me his report on which the change had been made. He sent it. I regard this as the strongest argument in favor of Santa Monica which can be made by any Senator. The Southern Pacific Railroad instead of having invested $1,000,000 had invested $3,000,000 at San Pedro. They own nearly all the land on the north side of San Pedro. They had spent $900,000 trying to get wharves, and the time came when their commerce was increasing to such an extent that wharfage was an absolute necessity.

Why do you suppose they selected Mr. Hood? To do their will? Not at all. Because he was a fool? Not at all. These great railroad corporations manage to secure the best talent there is in the world, and they pay the requisite salaries to obtain the talent. They had to pay my friend sitting there, the Senator from Nebraska (Mr. Thurston) a handsome salary to obtain his legal abilities in their interest. They succeed in getting the best there is, and why not? When they are seeking an engineer for whom do they look? They look for a man upon whose judgment may depend the expenditure of millions and millions of dollars, upon whose judgment success or defeat lies. The Southern Pacific Railroad Company selected Mr. Hood, one of the best engineers in the country. Mr. Huntington said to Mr. Hood: "Mr. Hood, the time has come when we must make some expenditures. I want you to investigate the harbor of San Pedro thoroughly, completely, and make your report to me."

Mr. Hood made the examination, spending all the necessary time. He made all the requisite soundings, found out all about the bottom of the ocean, found out all about the winds, found out all about the waves, looked it all over to see where wharves could be constructed. Then he made a report to Mr. Huntington that San Pedro could not be improved; that you could not make a safe harbor there; that it would, with the best breakwater that ever was built, be open to the southeast gales, and no ship could lie there in a southeast gale whether she was anchored off or was inshore at the wharf. He said that a large part of the area within the breakwater was upon rocky bottom and there was no proper holding ground. The fact that kelp is growing there now inside the breakwater—and any Senator can see it if he goes there—discloses ledges at the bottom just as certainly as the magnet is disclosed when steel is around. The report of Mr. Hood, their engineer, was not made to influence the Senator from Delaware (Mr. Gray) at all. Nobody knew that the Senator from Arkansas (Mr. Berry) would ever see it or ever hear of it. It was made for the company, and the company alone. On that report the Southern Pacific Railroad deserted their $3,000,000 planted down at San Pedro and went up and planted $1,000,000 in building at Santa Monica, as the Senator says, the finest wharf or pier in the whole world. I mean they deserted it as a deep-sea harbor. Of course their tracks are there. Mr. Huntington said they had sacrificed two-thirds of their property in leaving it.

Mr. White—That is a matter of opinion.

Mr. Frye—He ought to know perfectly well. The pier at Santa Monica, built out a mile, has stood for three years, and not a bolt or plank has started. I say that no man, I care not how ingenious he may be, can make an argu-

(Continued on Sixth Page.)

Bottled Up!

Whether in the form of pill powder or liquid, the doctor's prescription for blood diseases is always the same—mercury or potash. These drugs bottle up the poison and dry it up in the system, but they also dry up the marrow in the bones at the same time.

The suppleness and elasticity of the joints give way to a stiffness, the racking pains of rheumatism. The form gradually bends, the bones ache, while decrepitude and helplessness prematurely take possession of the body, and it is but a short step to a pair of crutches. Then comes falling of the hair and decay of the bones,—a condition truly horrible.

Contagious Blood Poison—the curse of mankind—is the most horrible of all diseases, and has always baffled the doctors. Their potash and mercury bottle up the poison, but it always breaks forth again attacking some delicate organ, frequently the mouth and throat, filling them with eating sores. S.S.S., is the only known cure for this disease. It is guaranteed purely vegetable, and one thousand dollars reward is offered for proof to the contrary. It never fails to cure Contagious Blood Poison, Scrofula, Eczema, Rheumatism, Cancer, or any other disease of the blood. If you have a blood disease, take a remedy which will not injure you. Beware of mercury; don't do violence to your system. Don't get bottled up!

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TALKS ON DYSPEPSIA

How to Cure Yourself.

In all forms of stomach trouble Munyon's Dyspepsia Cure will promptly cure where there are such symptoms as pain or soreness in the stomach, indigestion or distress after eating, pressure and fullness in the stomach, shortness of breath, poor appetite, coated tongue, sour or bitter raising from the stomach, heartburn, wind on the stomach, constipation, dizziness, faintness and lost energy.

When these symptoms are associated with biliousness, yellow-coated tongue, nausea, bitter taste in the mouth and sallow skin take Munyon's Liver Cure in alternation with the Dyspepsia Cure, an hour apart. Where there is obstinate constipation keep the bowels open once a day by using Munyon's Constipation Cure until they become regular under the effect of the Dyspepsia Cure. When there are troublesome heart symptoms alternate Munyon's Heart Cure with the Dyspepsia Cure. If there is great nervousness or inability to sleep, alternate Munyon's Nerve Cure with the Dyspepsia Cure. If the blood is poor in quality alternate Munyon's Blood Cure and Dyspepsia Cure. By this plan of treatment one can eradicate the worst forms of stomach troubles and their complications, and make the cure permanent.

A separate specific for each disease. Sold by all druggists, mostly for 25 cents a bottle.

Personal letters to Professor Munyon, 1505 Arch street, Philadelphia, Pa., answered with free medical advice for any disease.

MEETING NOTICES.

Y. M. I., NO. 11—REGULAR MEETING THIS (Thursday) EVENING at Pioneer Hall, at 8 o'clock. Visiting brothers cordially invited.
THOS. P. FLAHIVE, President.
T. C. Buckley, Secretary. 1t (BC)

EUREKA LODGE NO. 4, I. O. O. F.—Regular meeting THIS (Wednesday) EVENING at 8 o'clock. Veteran Odd Fellows will pay fraternal visit. Visiting brothers invited. W. W. MILNE, N. G. M. Sanderson, Secretary. 1t*

VETERAN ODD FELLOWS of Sacramento—Assemble at your lodge room THIS (Wednesday) EVENING at 7:30 o'clock, for the purpose of paying Eureka Lodge NO. 4 a fraternal visit.
PETER NEWMAN, President.
E. J. Clark, Secretary. 1t*

REGULAR MEETING OF NAOMI Chapter No. 36, O. E. S., THIS (Wednesday) EVENING, at Masonic Temple, at 8 o'clock. Initiation. Members of the order cordially invited. MATTIE CARRIER, W. M.
Emma Bidwell, Secretary. 1t*

SACRAMENTO OLIVE CO.—THE ANnual meeting of the Sacramento Olive Co. will be held at the office of Holl & Dunn, 520 Fifth street, at 7:30 p. m., MONDAY, June 1, 1896. my19-td

CARPET CLEANING.

STEAM CARPET-CLEANING, 3 CENTS per yard. Prices to suit the times. H. W. RIVETT, Twelfth and O streets. Telephone 292. The best machine in the city.

CONTESTED GUARDIANSHIP.

Petition Filed in the Matter of David W. Willard, a Minor.

Maud E. Keller, by her attorney, A. M. Johnson, has petitioned the Superior Court for letters of guardianship of her brother, David William Willard, a minor, son of D. W. and Elizabeth Willard, who are both dead.

The petition sets forth that the boy is now living with a cousin, Miss Lottie Robinson, who was in November, 1895, appointed his guardian on filing a bond in $10,000. It alleges that the guardian has not complied with the order of the court in the matter of rendering an account of her proceedings within a brief period; that she should report to the court the condition of the estate and ask its advice in regard to investments; that the ward's surroundings are not pleasant, and that he is not properly provided with wearing apparel; that he has not been kept at school, and has not received the proper care, etc.

The petition states that the boy has repeatedly importuned her to let him go and live with her; that she is the nearest of kin to him, and believes she should have the care and custody of the child.

Accompanying the petition is a request from the said minor, who is 17 years of age, for the appointment of his sister, Mrs. Keller, as his guardian.

LIVELY CONTROVERSY.

The Governor and Bank Commissioners Are Corresponding.

Governor Budd is engaged in a lively controversy with the Bank Commissioners over their failing to comply with his request that they obtain from the banks a statement of their standing on the first Monday in March, and he has written them some sharp letters.

Memorial Service.

Edward Roby Circle, No. 2, Ladies of the Grand Army of the Republic, will hold the yearly memorial service at Foresters' Hall this evening at 8 o'clock. All veterans of the war, Women's Relief Corps and friends will be welcome.

Cheaper Than a Bicycle.

For cheap livery service and carriage hire go to the Pacific Stables, Second street, between K and L. W. J. Irvine, proprietor. Carriages to funerals, $2 50.

Races.

A full description of each race at the Ingleside track is given at Kripp & Co.'s, 1106 Seventh street, Capital Hotel building. The result is known almost as soon as at the track. *

Dr. Weldon, 806 J street, does high-grade work at moderate prices. *

George Egan and Will H. Hanlon, well-known Sacramentans, have purchased the Reception Saloon, Seventh and K streets. The full returns of the races at San Francisco are chronicled there daily. *

Dr. T. Wah Hing treats kidney troubles successfully. Office, cor. Fourth and K, Old Postoffice building. *

Best garden hose, 10 cents a foot: hose repaired. Tom Scott, 303 J. *

Try one of those Cleveland high-grade bicycles which the Golden Eagle Cycery, Seventh and K, have in rental. *

NO FREE ADS.

No free "want" ads. are taken in THE RECORD-UNION. Births, deaths and marriages also charged for. NO PREMIUMS GIVEN. NO CATCH-PENNY DEVICES. The paper is worth the money you pay for it, although higher priced than most others. Published Sundays also. The class who have money to spend all take it. Rich and poor like it for its cleanly, healthy tone. Classified ads. by the month, Wants, For Sale, To Let, Personals, etc., 50c per line.

GROCERIES

OUR INCREASING TRADE ENABLES us to give better values from week to Week. Shoulders, 6c lb; Eastern picnic hams, 7½c lb; Hams, 10c; lard, 75c for 10-lb tins; jellies, 5c can; salad oil, 5c bottle; 8 lbs rice, 25c; fine coffee, 25c lb, this is not a package coffee, but fresh roasted and ground to order; Mocha and Java coffee, the best, 3 lbs for $1; good tea, 25c lb, 5 lbs for $1 10; the best tea, 50c lb, 5 lbs for $2 25; Eastern codfish, 2-lb blocks, 15c; fine bacon, 10c lb; Worcestershire sauce, 5c; tomato ketchup, 5c; Mustard, 5c; German pickles, 10c quart; ripe olives, 20c quart. BEESLEY & SON, the "Up To Date Store," 518 J.

FANCY RIPE OLIVES, 25c QUART; olive oil in quart bottles, 35c; Fallon Creamery butter, 35c square; baking powder, 1 lb packages, 10c; mustard, 1 lb cans, 10c; pepper, 1 lb cans, 10c; lemons, 10c dozen. All kinds fruits, vegetables, cakes and pies constantly on hand at LYNN'S, corner Fourteenth and O streets.

VANNORMAN, THE GROCER, AT Seventh and I, has enlarged and refitted his store and is now prepared to please his customers, and invites the public to call and get his prices. Look at his rates: Tomatoes, 4 cans 25c; table peaches, 2 cans 25c; marmalade, 3 cans 25c; corn, 3 cans 25c; oysters, 3 cans 25c; soap, 6 bars 25c; also fine assortment of cigars and tobacco; bread, pies and cakes, vegetables, fruit and every thing that a family needs.

PERSONALS.

CAPITAL UPHOLSTERY—CARPET laying, general jobbing, furniture refinished and mattress making; the packing and shipping of household goods a specialty. 1518 Fifth street, Sacramento, Cal. Capital Telephone No. 199. W. R. HALL, Proprietor.

A TRAINED NURSE OF MUCH EXperience is willing to attend invalids either in city or country. Apply at 511 M street.

THE WHEEL OF TO-DAY—THE SYRacuse Crimson Rim; riders won more prizes by double the past season than riders of any other two makes of wheels. Over 1,000 prizes were won on this make of wheel in three days. Not another manufacturer can show a record equal to 50 per cent of these winnings. PERKINS & SON, sole agents Syracuse Cycle Co., Eleventh and J, Sacramento.

SACRAMENTO, CAL., APRIL 28, 1896. E. C. Jones, Esq., Proprietor Phoenix Shaving Emporium, Sacramento, Cal.—Dear Sir: I beg to acknowledge the receipt of your cordial invitation to be present this evening at the formal opening of your Emporium, and I have the honor to inform you that your kind remembrance is deeply appreciated, and that the invitation is gratefully accepted. While the hirsute adornments are not particularly luxuriant of the writer, he looks forward with pleasurable anticipation to their disappearance (gratis) under your clever manipulation. The Phoenix Shaving Emporium has been fitted up on a scale of almost Oriental magnificence, and your untiring efforts and generous expenditures to the end of of making it one of the leading tonsorial apartments on this coast will without a doubt bring you the great patronage to which you are entitled. With all the attributes of a successful business man, sociability, cleverness and sober sense, and surrounded as you are by a corps of able assistants, your Emporium will, like the mythological bird which name it bears, "rise Phoenix-like to Jove." Allow me, as our old friend Rip Van Winkle would say, to express the wish that you may "live long and brosper." I have the honor to be very respectfully, a well-wisher, JOHN V. POWERS.

$1. WATCHES CLEANED, $1; WATCH mainsprings, $1. All work warranted. 419 K street, next to Metropolitan Theater. Cash paid for old gold and silver.

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JAMES B. DEVINE, CHARLES T. HUGHES,
Attorneys-at-Law.
Rooms 2 and 4, - - - 420 J street.

Charles F. Gardner. D. E. Alexander. Arthur E. Miller.
ALEXANDER, MILLER & GARDNER,
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PHYSICIANS AND SURGEONS.

DR. CARTWRIGHT, OFFICE AND RESidence, 913 K street, between Ninth and Tenth. Office hours: 9 to 11 a. m., 2 to 4 and 7 to 8 p. m.

DR. F. D. TYRRELL (SUCCESSOR TO Dr. G. G. Tyrrell). Office, new Joseph Building, corner K and Sixth streets. Hours—11 to 1, 2 to 4, and 7 to 8 p. m. Residence, 1625 P street. Telephone residence, Capital 572, Sunset 251 black. Office, Capital 260.

DR. L. S. JADAROLA, 200½ K—OFFICE hours: 9 to 12 a. m., 2 to 4 and 7 to 8 p. m. New telephone No. 10.

DR. SIMMONS, SR.—HOURS 9 TO 10 A. m., 2 to 3:30 p. m. and 7 to 8 p. m. DR. SIMMONS, JR.—Hours 11 to 12 a. m., 4 to 5 and 7:30 p. m. Telephone, house, 128; office, 67.

DR. FAY, 627½ J ST—10 TO 12 A. M., 2 TO 4, 7 to 8 p. m. Res. 1729 G. Tel. 309.

DRESS AND CLOAKMAKING.

DRESSMAKING AND PLAIN SEWING; charges reasonable; first-class work; cutting and fitting. Mrs. M. E. Tyer, 723 L.

FASHIONABLE DRESSMAKING; suits made $3 and up. MRS. D. GARRISON, 1320 Eighth.

LA MODE, 419 K—STYLISH SUMMER and tailor-made duck suits to order from $2 50 up. Mrs. Grassme & Ivey.

MUSIC AND ART.

ART NEEDLEWORK LESSONS GIVEN in all kinds of embroidery on Mondays, Wednesdays and Fridays; stamping and designing; No. 1014 Eighth street. MISS L. SCHUBERT.

N. S. HOIT, PIANO AND ORGAN tuner and repairer. First-class work. Leave orders at Neale & Eller's (Cooper Music Co.), 716 J.

Have You Seen the new POZZONI PUFF BOX? It is given free with each box of Powder. Ask for it.

GENERAL NOTICES.

STRAYED OR STOLEN FROM CORNER of Thirty-second and Y streets, Thursday evening, roan mare, split in left ear, about eight years old. Will pay $5 reward for return. my26-3t*

PROFESSOR SEABURN, THE CHIropodist, at 405½ K street, cures corns, bunions, ingrowing nails, sweaty feet, etc., without pain. my26-1w*

SACRAMENTO COUNCIL NO. 96, Order of Chosen Friends, will celebrate its seventeenth anniversary by giving a moonlight party at Oak Park on THURSDAY EVENING, May 28th. Subscription 25c. Invitations can be had of Day & Joy, 810 K street, or of the members. Good music for the occasion. Prize for the best waltzing couple. my24-5t

THE CHOICEST AND FINEST FLAvored salads made to order, also Marchand's sardines, Heinz's pickeld goods and imported cheeses at BERLINER'S, 723 J street.

CURTAINS DONE UP, 65 CENTS A pair and upwards; ladies' fancy clothing laundried without injury to the garment. French Laundry, 912 L street.

AN EASTERN LADY, THE GIFTED clairvoyant, card-reader and magnetic healer. Treatment given at residences. Consult her on business and love affairs. 523 M street, room 1. my21-7t*

PRIVATE BOARDING—PARENTS RESiding in the country desirous of sending their children to public schools in town, can find good motherly care and board at MRS. GOETHE'S, 1515 Tenth street; also, French, German and music, if required; terms moderate.

FOR ROOFING, TIN AND SHEET-iron work, W. D. Bessey can't be beaten. 520 I street. Sunset Tel. No. 773.

LEE HAYS, THE UP-TOWN PLUMBER, will do a skillful job at bottom price. 1115 Twenty-first street, between K and L. Capital telephone, 245.

CHAS. WILKE—WATCHMAKER AND Jeweler, 1010 Seventh street. First-class work; lowest prices; highest price paid for old gold and silver.

THOROUGHBRED S. C. BLACK AND Rose Comb, White Leghorn eggs for hatching, $1 a setting. 2919 D. WILLIAM CASWELL.

FOR GOOD PLUMBING AND FIRST-class workmanship, try J. E. Tilden at his new location, 1109 Tenth street.

FIRST-CLASS PASTURE AT RANCH of late Peter Burns, J-street road; horses $2 50, cows $1 50 a month.

CAPITAL ELECTRIC WORKS—BELLS and batteries; electric gas lighting, etc. 824 K.

THE FINEST CUTLERY, CIGARS AND notions; also Catholic Church goods, can be gotten at A. HAUBOLD, 1122 J street.

ROOT, NEILSON & CO., UNION Foundry; Iron and Brass Founders and Machinists, Front street, between N and O; Castings and Machinery of all kinds made to order. H. E. ROOT, ALEX. NEILSON, J. DRISCOLL.

THOROUGHBRED BARRED PLYmouth Rock eggs, $1 per setting. W. H. BASLER, 12th st. road, near Am. R. Bridge. P. O. address, 631 E st.

WOOD AND COAL—DON'T BE HUMbugged with peddlers and parties offering to sell wood or coal below market price but go to M'CAW'S, 518 L street, and get full weight and measure at the lowest possible price. JAMES M'CAW, Proprietor. Telephone No. 538.

HOUSE-CLEANING TIME—HAVE your hair and top mattresses renovated and cleaned by the latest improved machine; also, upholstering and repairing of furniture at lowest rates; work taken and returned the same day. CHARLES M. CAMPBELL, 409 K st.

MONEY TO LOAN—H. J. GOETHE, No. 1011 Fourth street.

WITH EACH PAIR OF PANTS, $1; with each suit from $5 to $10 given away by GRIFFIN, the tailor. Fourth and K. Room 11, over old Postoffice.

J. S. PARKER, WOOD CARVING IN all its branches, 906 Ninth street, opposite Plaza.

JOHN D. SHEARER, ARTIFICIAL stone walks and concrete foundations. 1818 N street.

MONEY TO LOAN ON REAL ESTATE security. CHARLES COOLEY, 1013 Fourth street.

NOVELS AND BOUND BOOKS bought, sold and exchanged at reduced prices. 725 K street.

JAPANESE INFORMATION AGENCY, 817 Sixth street, Sacramento. Farm hands, general help furnished and contracts executed.

LADIES' CORRECTIVE WAFERS FOR irregularities, any cause, safe, sent anywhere, $2. Address Scientist, Box 623 San Jose, Cal.

MONEY TO LOAN—H. J. GOETHE, 1011 Fourth street.

CESSPOOLS, VAULTS AND CHIMNEYS cleaned; no dirt; lowest prices. W. M. SLAUGHTER, 317 K and 321 M street.

A GOOD SET OF TEETH FOR $6; filling 50c and upward; from one-third to one-half saved; all work guaranteed. DR. G. W. NEWSOM, Dental Parlors, 1305 L street.

BOARD AND LODGING.

ROOMS TO LET WITH EXCELLENT board; desirable for gentlemen in fruit business for the summer. Inquire Mrs. Lyon, 1603 Second street.

GOOD HOME COOKING AND NEATLY furnished room; moderate price, at MRS. KLEINSORGE'S, 903 L street.

FURNISHED FRONT ROOMS TO RENT with or without board. 911 O street, near Tenth street.

ARE YOU LOOKING FOR A HOME-like place to board and room? Go to the "MODEL," southwest corner Eighth and H.

BOOKBINDERS.

BOOKBINDING IN ALL ITS branches, with good work and promptness. E. W. BRUENING, 319 J street, Sacramento.

SELECT SCHOOL.

HOWE'S ACADEMY—GRAMMAR grade, high school, normal and business branches; elocution, French and German are taught. Ninth and I streets.

DENTISTRY.

DR. C. H. STEPHENSON. DR. H. H. STEPHENSON, Dentists, 806½ K st., opposite Clunie Opera-house.

DR. W. J. TAYLOR,
——DENTIST——
718 J, over the Red House. Hours, 9 to 5.

REMOVED—DR. R. L. WAIT HAS REmoved his dental office and residence to 705 J street, over Christianson & Co.'s Market. Painless extraction of teeth by use of a new anesthetic. Examination and consultation free. Office hours from 8:30 a. m. to 5 p. m., and 7 to 8 p. m.

F. F. TEBBETS,
——DENTIST——
914 Sixth street, between I and J, west side, opposite Congregational Church.

DR. A. J. THOMAS,
——DENTIST——
Successor to H. H. Pierson, 511½ J st. Hours—9 to 5.

DR. W. A. ROOT,
——DENTIST——
814 K st., opposite Clunie Opera-house.

BUSINESS CARDS.

BRING ME OR SEND ME Your Watches and Clocks that need repairing. First-class work. Reasonable prices. All work thoroughly warranted. EMIL STEINMANN, 612 J street. Leading Gold and Silversmith.

FOR SALE.

MITCHELL, FISCHER & KETZCHER Portable Engine for sale—Engine 8x12, suitable to run separator, burning straw for fuel; the boiler has been recently repaired with new fire box and tubes at an expense of $450; it is in first-class order. For further particulars inquire at the Sacramento Boiler and Iron Works, 112 and 114 I street.

FOR SALE—A NEW STERLING Bicycle. For particulars apply at this office. my26-5t*

FOR SALE FOR $5 A GASOLINE stove that cost $30 one year ago. Apply 1521 P street. my26-3t*

WELL BRED SIX-YEAR-OLD MARE, about 1,000 pounds; fast and gentle; single or double. Can be seen at 920 O st.

HORSES! HORSES—AFTER JUNE 1ST I will sell at public auction fifteen or twenty young roadsters, unbroken. For full particulars inquire of T. H. COOK, corner Tenth and K streets.

FOR SALE OR RENT—NINE-ROOM brick house; large yard and barn; 1611 Q street. For particulars, etc., address 1617 Fourteenth street. my22-14t

FOR SALE—A GOOD RESTAURANT cheap. Inquire at 1824 Third street. my22-7t*

FOR SALE—A WELL-ESTABLISHED blacksmith business since 1850, with good will and large assortment of tools. Inquire on premises, 127 I street.

FOR SALE—40 ACRES OF A NO. 1 fruit land at New England Mills, Placer County; will sell cheap within two weeks. Address "C. B.," this office.

BARGAINS IN SECOND-HAND BOILers, engines and water pipe; must be sold at 10 cents on dollar. Apply 419 L street.

FOR SALE—EIGHT-HORSE POWER Otto gasoline engine, latest model, nearly new and all complete. Call or address at SILLER BROS., Office and mill, 1614 Thirteenth street, Sacramento.

RANCHERS SELL YOUR EGGS AT TARIEL'S. Consumers buy them of TARRIEL, I. A. T., 1223 J street, Sacramento.

FOR SALE—PIPE ORGAN; FOUR FULL stops, pedal bourbon right. Suitable for small church. Apply 515 Eleventh street.

A BARGAIN—$2,200; HALF CASH, balance on easy terms; house of ten rooms; owner lives upstairs; lower flat rents for $10; lot 40x160; barn, woodsheds, fruit trees, etc. Apply at 1720 Sixteenth street.

FOR SALE—THAT FINE HIGH 80x160, southwest corner of Twenty-second and I streets; $2,500. JAMES E. MILLS, 301 J street.

FOR SALE—LOTS IN OAK GROVE Tract on the instaliment plan; only a few left. CURTIS, CARMICHAEL & BRAND, Fourth and J.

FOR SALE CHEAP—LODGING-HOUSE of 25 rooms. Call 122 K street.

FOR SALE—A DESIRABLE RESIdence five blocks from State Capitol; double parlors; 5 bedrooms; gas heater; hot and cold filtered water; improved street. Will be sold at a sacrifice, owner leaving city. Address Postoffice box 33, Sacramento. ap22-W-