Triumphs of Welding in the Southern Pacific Shops.

Requirements of Good and Consequences of Bad Welding—Where the Responsibility Rests—"Lap" Welding and What It is—Scarfed Surfaces and the Parts They Play—Treatment of the Iron Back of the Weld—"V" Welding—Testing the Texture—Butt Welding and Why It is Unsatisfactory—Handling and Welding Engine Frames.

BLACKSMITH SHOP.

III.—WELDING.

In the two preceding articles the machinery in the blacksmith shop and rolling mill has been briefly sketched, as has also the method of working scrap iron by putting it through the rolls or under the hammers, and in this article it is proposed to give a few points connected with the most particular work that the smith performs—that of welding, stopping only long enough to say that the output of manufactured articles from scrap iron since 1887 amounts to the enormous quantity of 112,383,365 pounds.

The foremen and workmen of the Southern Pacific shops in this city are naturally familiar with the requirements of good workmanship, and the fatal consequences of bad in welding iron. The products of the great valleys of the State, in order to reach an Eastern market, must be transported either over the Tehachapi Mountains on the south, Sierra Nevadas on the east or the Siskiyous on the north, to say nothing of the great Rocky Mountain system over which the rolling stock is handled. Here are to be overcome grades of more than 200 feet to the mile, and every important member of the great engines asked to perform the work passes through the hands of the smith—the whole train being connected by one continuous chain of welded iron.

So it follows that the smiths are responsible, personally, for any accident that may happen through their carelessness in permitting imperfect work to pass through their hands knowingly. In the Southern Pacific shop they are taught to appreciate the responsibilities of their positions, and to recognize the fact that it is regarded criminal in them to hammer over and hide a defective weld. They thoroughly understand that one such weld might be the means of precipitating a train down a mountain side, and that the responsibility is in no wise lessened on descending grades. The train naturally descends by gravity and is controlled by the most highly improved automatic air-brake in the world. An imperfect weld in a brake-rod would destroy the efficiency of each of the four brakes on that car, and all the ingenuity that has been displayed in perfecting the brake, which is applied to every car on the Southern Pacific system to insure safety to the traveling public, becomes inoperative if the work of the smith has been improperly done, particularly in the welded sections of all parts connected with train service.

"LAP" WELDING.

The different methods of preparing iron to be welded are governed by the conditions and shapes of the forgings and appliances. 'Lap" welding is the usual method adopted by smiths, and is generally considered the best, when practicable. Great care is always taken in preparing the parts to be welded and the scarf, or overlapping edge of the metal, is left as long as can be conveniently heated and never at a greater angle than forty-five degrees. The scarfed surfaces are slightly convex or high in the center, so that when the two pieces are laid together for welding the center will take its bearing first, it being absolutely necessary that the center of the bar should be firmly knit together before the outer edges receive the greatest pressure.

Prior to making the scarfs the bar is upset—that is, made shorter and thicker by hammering as far back as it is to be exposed to the intense heat, for the purpose of lamination, it being imperative that the iron, which has been brought near a welding heat, be as perfectly hammered as the welded part.

After the scarfs have been completed the two pieces are carefully laid in a hollow fire—that is, a furnace made expressly for heating iron and at the same time preserving it from contamination by fuel and sulphur, it being absolutely necessary that no foreign elements adhere to the scarfed surfaces. In laying together, the point of one scarf must just reach the heel of the other, to insure a perfect weld.

The weight of the hammer used to weld the pieces is always governed by the size of the bar, and not by the strength of the smith, as the blow must be sufficient to affect the center of the metal, so as to cause an elongation of the molecules into fibers.

The proper treatment of the iron back of the weld is of vital importance. In many cases in testing welds by breaking transversely, good fibrous iron is found in the welded portion and crystalline iron on each side. The cause of this is either improper treatment of the iron back of the weld or that it was not properly upset when brought to a high heat. The molecular structure of wrought iron becomes disintegrated to a certain extent when brought to such a heat, and consequently if there is not sufficient metal back of the welded section to allow the lamination necessary to bring the disarranged molecules to their original position, the strength of the bar is greatly impaired.

Foreman Uren has made a series of tests on this subect, in the manufacture of car axles. The usual method of making axles is to first rough the piles and then finish each half at separate heats. For the purpose of educating the employes to the importance of not heating the finished parts of axles when no hammering was to be done, the finished portions of two axles were placed in the furnace far enough to become white hot. As soon as the unfinished parts were brought to the proper heat the axles were finished in the usual way. The finished parts—which had been brought to a white heat—were lightly hammered over and sprinkled with water to clear away the scales, and a perfect looking axle was the result.

Two other axles were then made, leaving a piece about six inches long and one inch in diameter near the center of the axle unfinished—that is to say, improperly laminated—close to the finished part. The finished portion was allowed to come only to a dark red heat, and the axles were then placed in the hammer dies and finished in the usual way.

These axles were made of the same quality of iron, the first two being finished at a high heat, the last two worked under a hammer to a dark red heat. When cold they were tested under the 1,600 pound drop hammer, with the result that the first two broke—one at the second, the other at the fifth blow of the hammer, the drop being twelve feet., Of the two last made, one broke at the ninth blow, having withstood three drops of twelve feet, two of seventeen, two of twenty and two of twenty-three feet; and the other at the thirteenth blow, having withstood three drops of twelve feet, two of seventeen, two of twenty and six of twenty-three feet.

The test showed conclusively that wrought iron when brought to a white heat is of very little value unless it is thoroughly worked under the hammers until comparatively cool.

"V" WELDING.

The method known as "V" welding consists of a combination of "butt" and "lap" work. The scarfs are formed by fitting the two pieces together at an angle of about 45 degrees. In preparing the scarf the throat of the inside angle is made slightly rounding and the point of the outside angle is made to correspond. The scarfed surfaces are a little convexed, as are those of the lap weld, made so for the purpose of insuring a perfect weld in the center of the bar. The "V" method is usually employed where it is necessary to weld large pieces of iron. In all cases of this class of work the throat is welded first by being driven together with a battering ram or heavy sledge hammer applied at the end of the bar after it has been brought to the proper heat and before it is taken out of the fire, if practicable. After this has been satisfactorily completed, the piece is placed on the anvil and the two laps welded. The same care must be taken with the iron back of the weld as has already been explained in the lap welding process. A good weld can be produced by this method if a good clean heat is secured, and the treatment described carried out.

Defects in welding by this method frequently happen, and are invariably found in the throat. They are caused by not bringing the iron to the proper heat, or not properly ramming the pieces together before the side laps were welded. If the throat has not been welded by being forced together before the side-lap weld is completed, the pieces, when placed under the steam hammer, are apt to draw apart at the point of intersection and leave a defect in the bar.

H. Stillman, Engineer of Tests of the Southern Pacific, made nine tests of the "V" weld, all of which showed well for the textile strength of the weld, and when pulled apart the broken ends showed good fiber structure. All the tests were made with one and one-half-inch round iron bars in the usual way—the smith not being permitted to take more than one heat.

"BUTT" WELDING.

The simplest, though by no means the most satisfactory, method of welding is that known as the "butt" process. The parts are prepared by merely upsetting the ends and leaving the surface a little convex. Both ends are then brought to the same heat before welding, the surface being kept perfectly clean. When brought to the proper heat the parts are forced together by means of battering rams or heavy sledge-hammers. It may be said here that "butt" welding is seldom resorted to in the Southern Pacific shop. For welding small pieces it is impracticable, and in all cases the "V" or the "lap" weld is preferable.

The method for heavy ring or framework of any description adopted by Foreman Uren is known as "welding by laying in 'V' or angle pieces." In framework the parts to be welded are bolted together so as to hold them firmly together in proper position while the welding in of the angle piece is performed. This class of work requires good judgment on the part of the smith. The angle is formed at about 55 degrees when the pieces are bolted together, while the angle piece or wedge is made on an angle of about 50 degrees, or 5 degrees less than the opening between the ends of the two parts of the ring or frame, and to insure a perfect weld it must contain enough material to properly fill the opening. Care is taken that the fibers of the piece to be welded is run in the same direction as the fibers of the bars to be joined together, the iron used for the wedge being composed of old horseshoes.

The preliminary preparations being made, the parts to be welded are placed in the fire—the small angle piece, or wedge, usually in a separate fire—and when brought to the proper heat the bars are placed on the anvil and the angle piece, or wedge, forced into the cavity with heavy sledges, thus thoroughly welding the angle surfaces of the two ends of the bars.

In 1880 this method was adopted for welding on the legs of locomotive frames instead of the old method of "jumping" them on the main bar, and Mr. Uren gives three reasons for manufacturing the frames by this method. First, easier handling; second, better welding is produced, and third, when the frame is completed the different pieces are left in their normal condition.

It is next to impossible to make a frame by the old method without leaving a great strain on the different sections, owing to contraction by cooling after the welds in the braces have been made.

The present method of making one of these same frames consists of forging the main bar, or back of the frame, with projections four inches high in their proper positions ready to receive the legs of the frame. This gives plenty of material for forming the necessary angles in welding. Then the wedge bolt holes are punched in the legs with suitable dies placed under the steam hammer, and the braces are welded onto the legs in V shape, as well as onto the projections of the main bar. The several pieces are next bolted together with straps across the main bar and braces, thus forming a complete frame, excepting only the openings which are to receive the small angle pieces. The reel is then placed in position and swung in the crane—no balance weights being required, as the reel is placed so that the neutral axis of the frame is in the center of the reel frame—the difficulty in handling the piece thus being reduced to a minimum. The smith in welding in the angle pieces begins at one end and continues until the middle of the frame is reached, when the frame is turned around and the other end subjected to a like operation.

This work, probably the most particular of any performed, if there can be particular work where all is perfect, is turned out with considerable dispatch by smiths, who thoroughly understand their business, and two mechanics have been known to weld an entire frame in eight hours.

Numerous tests of welding have been made in the shops, all tending to prove that the 'lap" weld came nearest to the strength of the unwelded article, with the V weld a close second and the "butt" weld left almost entirely out in the cold. All butt-welded bars, when broken by tests, showed crystalline structure at the fracture, owing to the upsetting of the fiber with no chance to draw it out again.

These things and many others will the visitor to the Southern Pacific blacksmith shop see, and as the foreman points out and explains the cunning contrivances and advanced methods for performing the work, he will begin to realize how, under the most perfect system on the coast, such vast results are accomplished, and the man who watches the smith at work will treasure the scene away somewhere in his brain, and forever after have a sort of fellow feeling for all blacksmiths.

BAR ASSOCIATION.

Test of Educational Qualifications for Applicants Favored.

The Bar Association of Sacramento held a meeting yesterday, A. L. Hart, J. W. Hughes, C. H. Oatman, D. E. Alexander, C. M. Beckwith, J. B. Devine, A. Platnauer, C. W. Baker, H. C. Ross, C. B. Brown, Luke Howe and C. A. Bliss being present, and A. L. Hart presiding.

Very little business was done outside the reading of the minutes and partial reports of one or two committees.

D. E. Alexander said that lawyers should be educated, and the law should be so amended that a man should at least be a graduate of the high school or hold a grammar-grade certificate, or be a university graduate, in order to have a standard of education required before admission to the bar. As it is, the Supreme Court, in its examinations, only goes into questions of law and pays very little attention to education outside of them.

A. Platnauer did not favor limiting graduation to particular schools, but thought candidates should have general educational qualifications. The Legislature could pass a law that those who applied for license should pass an examination as to their educational qualifications, in case they had not graduated or had not certificates.

Mr. Alexander moved that the Committee on Legal Education be requested to formulate a plan by which a test of education could be applied to applicants, in addition to their legal education, and report at the next meeting. Carried.

The Chairman appointed on the Committee on Grievances C. L. White, vice W. P. Harlow, and C. F. Gardner, vice J. Frank Brown.

The association then adjourned.

PERSONAL MENTION.

John Berryman of San Francisco is at the Golden Eagle.

George H. Lavinson is spending a few weeks at Lake Tahoe.

Mrs. Jacob Kiefer has gone to Wilbur Springs for the summer.

Miss Sadie Payne has gone to Santa Cruz for a month's visit.

Mrs. Robert Beck of San Francisco is the guest of Mrs. Newton Booth.

Miss Clara Jackson of Alvarado is visiting her aunt, Dr. Cronemiller, of this city.

Mrs. A. H. Van Heusen and daughter Blanche have gone to Portland, Or., for a short visit.

W. R. Wallace came down from Auburn yesterday and is staying at the Golden Eagle.

Miss Lettie Alsip is the guest of Mrs. V. S. Bradley at Washington District, Nevada County.

Mrs. McBain and Miss Flossie McBain of San Francisco are guests at the Golden Eagle Hotel.

Fred L. Martin has gone to Rubicon Park to join the party of Mr. and Mrs. Horatio Harper.

M. Richardson came down form Truckee yesterday to enjoy the cool weather and is at the Golden Eagle.

Mrs. J. W. Gaskell is home again from her two months' visit to Coronado Beach, Los Angeles, San Francisco and Oakland.

Mrs. Edwin K. Alsip and daughter Zetta will leave San Francisco on Monday for a month's visit to Highland Springs. Miss Effie Alsip will also visit Highland Springs for a two weeks' outing.

Patrick Higgins and bride have returned from an extended wedding tour of the southern part of the State, having visited Monterey and other places in that vicinity. They will make 2113 M street their future home.

Weather Report.

The Weather Bureau reports show the highest and lowest temperatures yesterday to have been 96 and 69 degrees, with fresh southerly winds and clear weather prevailing.

The barometrical readings at 5 a. m. and 5 p. m. yesterday were 29.79 and 29.74 inches, respectively.

The highest and lowest temperatures one year ago yesterday were 84 and 58 degrees, and one year ago to-day 80 and 55 degrees.

The dry thermometer at 5 a. m. was 69 degrees and the wet (sensible temperature) was 62 degrees; wind south, eight miles per hour and weather clear. The dry thermometer at 5 p. m. was 95 degrees and the wet (sensible temperature) was 75; wind southwest nine miles per hour and weather clear. The average temperature was 83 degrees and the normal 73 degrees, which shows yesterday to have been 10 degrees warmer than the normal for July 11th. A shower of rain was reported to have fallen about 9:30 p. m. of the 10th, along the Riverside road and out at East Park, but none in the vicinity of the Weather Bureau office.

Baseball.

There will be a ball game at Agricultural Park this morning between the Amity and Corker teams entered in the tournament. These teams played before, the score being 7 to 8 in favor of the Corkers, eleven innings being played before a settlement was reached. Game will be called at 10 sharp. Battery for Amity, H. G. Smith and G. Griffin; battery for Corkers, W. De Costa and W. Gallager.

Guardian Ad Litem.

In the case of David Bixler against George E. Williams, administrator, and others, Judge Johnson yesterday appointed Frank S. Johnson guardian ad litem for Frank Hansford Johnson, a minor.

BRYAN IS NOT A STRANGER.

He Spoke Here on Silver in September Last Year.

The Address He Delivered at That Time to the Citizens of Sacramento.

Ex-Congressman W. J. Bryan, the man who, comparatively unknown before, captured the Democratic National Convention the other day, and almost without effort and most unexpectedly secured the nomination for President, is not entirely a stranger to Sacramento.

On September 19th, last year, he addressed a large assembly in this city and proved himself an able speaker upon the silver question and displayed the same magnetic quality that stampeded the National Convention for him.

In order that people may understand his position the following report of his address, published in the "Record-Union" of the succeeding day, is reprinted:

He said the question on which he was to speak was the greatest one that had ever occupied the American people in time of peace. He was glad to see the movement, which was bringing together the advocates of bimetallism and inducing them to organize. Their opponents were already organized, and he quoted from the speech of Mr. Cornwell at the bankers' meeting at Chicago, in which he said that had the bankers been organized in 1878 as they are now the greenback would have been extinguished and the silver lunacy would have been sent to the asylums, where it belonged.

He should use the word goldbug in his remarks not in an offensive sense, but as a distinguishing term, as the monometallists call the silverites lunatics. If there were any of them here, he wanted to convince them that it was for their interest to help bimetallism. He believed bimetallism to be in the interest of the whole people, and that the people would eventually find out where their interests lie. In fact, the interests of people all over the world lie in bimetallism.

People will vote in the way their interests lie, and only need to find out what that way is. What is needed is a metal that will stand on a par with gold and assist it in carrying on the commerce of the world.

There is much misapprehension as to what bimetallism is, and many people do not understand what it really is. It is simply the coinage of two metals on a fixed ratio to each other, which will stand on an equality at all times and be received on equal terms in payment of all obligations.

He gave some amusing illustrations of the conception many people have of both bimetallism and free coinage. Free coinage simply means to put back the coinage of the silver dollar to the same basis of equality that it originally occupied. It means the gratuitous coinage of both gold and silver as offered. The coinage of money is a function of Government, and should therefore be done at the public cost, just as much as police protection and similar things are given. If there is a charge for coinage there can be no money that is worth as much when coined as it is in bullion, whether it be gold or silver, and therefore the definition of "sound money" that the coin and bullion should be worth the same amount. If it costs five cents to coin a gold dollar, the dollar must be worth only ninety-five cents, as compared with bullion. Gold is worth as much as bullion, because there is a fixed price for mintage, and the bullion can be recoined, while silver bullion cannot be recoined. If a man could take silver bullion to the mint, and have it coined into dollars at will, would he sell it for less than the dollars it is coined into?

By unlimited coinage of silver is meant that silver, no mater whence it comes, when taken to the mint can be coined. It is not restricted to our own production. When there is unlimited coinage of silver, there will not be an ounce of silver in the world that cannot find its way to our mint, and in that way it will be prevented from dragging down the value of our silver coin.

The advocates of bimetallism believe that, as there is a limited supply of gold and silver and a practically unlimited demand for money, there can never be so much overproduction that the parity between them cannot be maintained. The advocates of independent bimetallism believe that this country is able to maintain that parity independent of international agreement. Just so long as there is an unlimited demand for both metals, too, the relative production of the two metals will not be a factor in maintaining their parity.

The question is often asked, said he, "How is free coinage going to help me?"

It will help those who produce things to sell, because those who want to buy will have money to buy with, and if there is no money to buy with there can be no sale for productions. We all want money, and is it not better to have it come out of our own mines than to wait for someone over in Europe to let us have money to use? The fruit we raise will rot on the vines and trees unless other people have money to buy it with. They tell us we are suffering from over-production, but it is not so; we are suffering from under-consumption.

Those who advocate the gold standard preach the doctrine of despair, he said, and the only remedy they offer is that the people must accustom themselves to closer economy. He read an extract from an Oregon paper, which he designated as one of the worst of gold-bug papers, which advocated closer economy in the people, and which, he said, was written in one of the finest marble buildings in the country.

In bimetallism, he said, there was one advantage—the debtor always has the option of the two metals. He would naturally try to get the cheaper metal, and the struggle to get it will keep up the price and lessen the demand for the dearer. Give the debtor the option and it will hold the metals together in value, Give the option to the creditor and he will make the dearer metal dearer still.

France has the option of paying gold or silver for its notes, and has no trouble in maintaining the parity of the metals, and this country is rich enough and powerful enough to do the same.

In the late bond issues millions of gold were drawn from the treasury to buy bonds with, which were sold in order to bring gold into the treasury. That is Eastern financiering, and the contract with the Rothschilds was simply widening the ever-increasing circle of rotation.

This thing cannot last, and the only way to stop it is to give the debtor class the option of metals and restore the parity between them. The financial policy of this country is not to do what the people who pay the taxes want, but to issue bonds to capitalists who have money they want to invest. It will change when the Secretary of the Treasury has backbone enough to do as the mass of the people want, and tell the magnates of Wall street what they must do.

The use of gold in the arts is increasing much faster than its production, and there is no danger of there being too much gold. The financial question is very simple and can be solved by the application to it of the same principles we use in every day business. If the silver money of the world is destroyed the value of the gold must rise from the increased demand. He quoted from Senator Sherman's speech in 1869, in support of his position. He wanted to tell the bankers who are secretly in favor of silver but are afraid to let it be known, that their day is just coming, while other people have been going through it. Their banks are full of paper that was taken two or three years ago that is worthless now, and they will soon have to draw on their capital to pay their depositors. Confidence can never be restored while the property of borrowers is decreasing so that they cannot pay their notes. The banks had better save themselves by saving their people and helping to make them prosperous.

In Sherman's 1869 speech he said that the only ones who would suffer from a contraction of the currency would be the capitalists out of debt, the salaried officers and the annuitants, and that although the price of products would fall, the taxes would not decrease.

The salaried officers will have to submit to a reduction, and the annuitants will soon have no annuities if things do not mend, said the speaker. In 1878 Carlisle, in a speech, divided the people into two classes—the holders of idle capital and the struggling masses who pay the taxes and expenses of the country, and Blaine divided them into the same classes.

The farmer and the laboring man, said Mr. Bryan, say that they want bimetallism because it will benefit them. The Eastern financier says he wants "honest money" because it is best for the laboring man, and that the mine owner wants free silver for his own benefit. Free silver will not give to the mine owner a dollar more than it takes from him, but it will give to the farmer and the laboring man five dollars where they have none. He advocated bimetallism because it would benefit him and would leave to his children a financial system that would make them prosperous.

Prince Bismarck said to the farmers of Germany the other day that they must join together to help themselves from the drones of society who do nothing but to produce laws. There is a conflict between bimetallism and monometallism that cannot cease till one or the other triumphs. There can be no compromise, and any man who loves his country, his children, must stand by bimetallism. The ratio is immaterial, but if we have free coinage it will be 16 to 1, because to change it would create too much distress and fluctuation, and to double it would destroy one-quarter of the money of the world and increase the world's debt billions of dollars. If bimetallism obtains, either the parity will be maintained or gold will go to a premium. If the latter, will it be any worse than now? It is better to fail than not to try at all. Whether we can maintain the parity or not, we must try, for there is nothing else to do. We have waited in vain for twenty years for international agreement. It is time to declare independence of the financial domination of Europe. He appealed to their patriotism to come to the rescue of their country and of its struggling masses. Organization should go on in every direction and political lines be laid aside. He bade godspeed to the silver Democrats and silver Republicans who were trying to bring about bimetallism.

Want Assessments Reduced.

There were only two applicants yesterday before the Board of Supervisors for reduction of assessments.

James Hill, agent for Maria Workman, asked for a reduction on improvements on the west half of lot 6, D and E, Twelfth and Thirteenth streets, from $200 to $100.

F. Mier asked to have improvements reduced on lot 4, I and J, Fourth and Fifth streets, from $4,000 to $3,000; on lot 8, J and K, Sixth and Seventh streets, from $1,750 to $1,500; on lot 7, G and H, Sixth and Seventh, from $2,000 to $1,500.

Four New Citizens.

Judge Johnson yesterday granted naturalization papers to Wm. Brooks, a native of England, on the testimony of A. M. Seymour and L. Mayhew; to John Shae, a native of Ireland, on the testimony of B. M. Hogan and T. J. Buckley, and to Andrew Yale, a native of Scotland, on the testimony of A. M. Starling and Robert C. Douglas, thus taking in the whole of Great Britain.

Judge Hinkson granted naturalization papers to Jeremiah Shelley, a native of England, on the testimony of F. C. Crosbie and M. F. Shelley.

Hotel Arrivals.

Arrivals at the Golden Eagle Hotel yesterday: M. Richardson, Truckee; P. C. Tye, L. Goetzman, New York; William H. Dare and wife, Tiffin, O.; Thomas Wilkins and wife, Campbellsburg; W. R. Wallace, Auburn; Mrs. McBain, Miss Flossie McBain, M. G. Garrett, Peter Harvey, C. A. Thurston, John Berryman, San Francisco.

A Single Competition Spin.

Last night there was a single competition spin of five miles on the indoor bicycle track at the new Pavilion between Louis Payen and Peter Hallauer. Payen made his five miles in 12:47. He also made a one-eighth mile in 15¾ seconds. and Hallauer made it in 16 seconds.

Concert at East Park.

At East Park this afternoon from 4 to 6 o'clock an open-air concert will be given by the Second Infantry Band, under the direction of C. A. Neale.

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FELL FROM HIS WINDOW.

F. T. Van Fleet Has a Close Call for His Life.

The Cause of the Accident Not Known, But Supposed to be Somnambulism.

F. T. Van Fleet, the well-known attorney, was very seriously, and it was at first feared fatally, injured very early yesterday morning, at his home, Twenty-third and H streets.

He returned from Pacific Grove last night, whither he had taken his family to spend a few weeks. Just how the accident happened is not known, as Mr. Van Fleet can give no account of the occurrence. He was seen reading at his window about 12 o'clock, but about 1:15 a. m. his next-door neighbor, B. F. Pike, heard some one groaning, and going out into the yard, discovered Mr. Van Fleet lying insensible in the yard, immediately under the window of his bathroom.

As all the doors were locked, entrance to the house was gained by means of the window, and Mr. Van Fleet was removed to his room and Dr. F. G. Fay was called to assist him. It was found that his collar-bone was broken in three places, and his arm and three ribs were broken. There is also a bad cut back of his ear, and his head is cut. It is supposed that most of his injuries were caused by his falling on the picket fence, which was below his window.

It was several hours before he recovered consciousness, and when he did so he could give no account of what had happened. As he was undressed, it is probable that he either stepped out of the window in a fit of somnambulism or sat in the window enjoying the cool evening air and fell asleep.

Last evening he had fully recovered his consciousness and Dr. Fay has hopes that he will pull through all right. His brother, Justice W. C. Van Fleet of the Supreme Court, was telegraphed to and came up yesterday afternoon, but his family will not be sent for unless he becomes worse, which does not now appear likely.

EMPTY WAREHOUSES.

Suggestion Made by an Up-Country Newspaper.

(From the Corning Observer.)

For the first time since the warehouses were built, they are now perfectly empty. The last few hundred sacks of wheat were shipped away on Monday. From what we can learn all the warehouses are empty this season, and it is our firm belief there is a very small quantity of old wheat on hand in California. This fact is kept quiet by speculators, afraid that the price of the new wheat would go up. Newspapers through the State could settle this matter each year better than any others. Let each editor find out the quantity of wheat on hand in his neighborhood and send the amount to one central newspaper—say the "Record-Union" of Sacramento—and that paper would publish the total amount.

City Finances.

Following is the report of City Auditor Young for the week ending Saturday, July 11, 1896:

C. C. Robertson, water rates..	$3,032 95
Taps..	12 00
City licenses..	2,627 50
Dog licenses..	182 00
Harbor dues..	115 00
Cemetery dues..	164 50
Taxes..	707 11
E. C. Rutherford, Police Court fines..	185 00
J. D. Young, personal taxes..	55 58
Funded Debt Commissioners' Coupons..	1,875 00
Caroline G. Hancock, rent of library yard..	6 00
J. W. Watt, sale of connection..	50 00
Total receipts..	$9,012 64
Total disbursements..	1,453 90
Amount in city treasury..	272,759 85
APPORTIONED AS FOLLOWS:	
Sinking and interest fund..	$24,097 86
General fund..	35,804 72
Fire Department fund..	19,085 26
Police fund..	15,911 67
Cemetery fund..	391 15
School fund..	4,598 49
Library fund..	2,985 97
Street fund..	6,187 21
Sprinkling fund..	9,851 25
Sewer fund..	5,227 68
Levee fund..	3,435 67
Street bond fund..	9,006 24
Levee bond fund..	3,015 01
Bond redemption fund..	112,521 78
Dog fund..	267 50
Special street improvement fund..	492 45
Irrigation fund..	406 22
Special Water Works fund..	13,000 00
Firemen's relief fund..	673 45
Unapportioned..	5,790 27
Total..	$272,759 85

Collided With a Cobble.

Fred Maker, while nursing a beautiful jag last evening, managed to get overbalanced at Fifth and K streets. He collided with a cobble, and a gash over the eye was the result. He was fixed up at the Receiving Hospital, and then put in jail. He will explain matters to Justice Davis to-morrow.

Auction Sale.

Bell & Co. will sell on the premises, No. 926½ Seventh street, on Tuesday at 10 a. m. sharp the well-kept furniture of eight rooms, consisting of carpets, five parlor pieces, bedroom suites, springs, mattresses, bed clothing, range, crockery, etc.

SPECIAL NOTICES.

Vehicles—Baker & Hamilton—Hardware, Carts, Buggies, Carriages, Phaetons, Bain Farm and Header Wagons, Wholesale Hardware. Send for catalogue.

CABINET PHOTOS $2 per dozen at Hodson's, 813 K street.

IF YOU WISH any of the following delicacies, you can find them in the finest qualities at the Sacramento Market, 308-10-12 K street: Salami Sausage, Choice Mackerel, Smoked Halibut, Smoked Salmon, Codfish, Swiss, Limburger, Brick Cream, Roquefort Adam, German Hand, Sap Sago and Pineapple Cheese. Curtis & Herzog.

NEW TO-DAY.

NOTICE TO BUILDERS.

BIDS WILL BE RECEIVED BY THE Board of Supervisors of Sacramento County for certain alterations, repairs and additions to the Sacramento County Courthouse in conformity with drawings and specifications on file with the said board, copies of which may be obtained at the office of James Seadler, architect, 1018 Eighth street. Bids must be filed with the County Clerk on or before MONDAY, July 20, 1896, at 10 o'clock a. m., made out as per form attached to specifications, and accompanied by a certified check for $100, payable to the Chairman of the board. Board reserving the right to reject any or all bids.

J. M. MORRISON, Chairman.
(Seal.) Attest:
jy12-td WM. B. HAMILTON, Clerk.

F. C. KNAUER'S
Pacific Brewery Beer
IS THE BEST—TRY IT.
Ever keg has the lates improved patent valve. jy3-tf

DO YOU AGREE?

A picture of a factory on the wall looks very well, but brings nothing to the town. A business like ours which employs

50 PEOPLE!

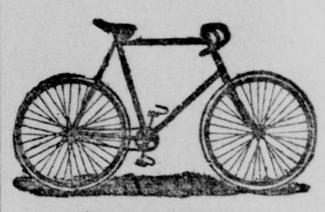
(If you don't believe it come and count them)

Is a Good Thing, Push It Along
BY PATRONIZING US

WE SELL AS CHEAP AS THE CHEAPEST.

SHIRTS TO ORDER OF ALL KINDS.

MASON'S
Steam Laundry and Shirt Factory,
528 J STREET.



ECLIPSE BICYCLES!

YOU CAN'T WEAR THEM OUT.

Schaw, Ingram, Batcher & Co.,
211 TO 219 J STREET.
AGENTS.

F. MAIER
SUCCESSOR TO
Horace Crocker & Co.

I have the best of wheels to rent, and guarantee all of my repair work.

BICYCLES FOR SALE.

913 K Street, Opposite Turner Hall.

A MOVE ON.

From the 10th inst. we will move to our new quarters,

FIFTH AND K.

The building is not finished, but customers will receive as careful attention as circumstances will allow. If any lack of attention should occur during these last few days at the old store we will make it up later.

JOHN T. STOLL.

AMUSEMENTS.

CLUNIE OPERA HOUSE.
J. H. Todd.....Lessee and Manager
Every evening this week with Saturday Matinee.
The Davis-Moulton Company,
In the Great London Comedy,
LORDS OF CREATION,
Or Pink Dominos.
PRICES—10c, 20c, 30c.

AUCTIONS.

AUCTION SALE OF EIGHT ROOMS' Furniture and Carpets. Bell & Co. will sell, on the premises, No. 926½ Seventh street, TUESDAY, July 14, 1896, at 10 o'clock a. m. sharp, all the well-kept furniture and carpets of eight rooms, consisting of Fine Parlor Pieces, Rugs, Portiers, Lace Curtains, Five Oak and Walnut Bedroom Suites, Spring and Hair Mattresses, Bed Clothing, Hall and Stair Carpets, Range, Crockery, Glass and Wooden Ware, etc. Terms cash.
BELL & CO., Auctioneers.

NOTICE TO TAXPAYERS.

Meeting of the Board of Equalization

THE BOARD OF TRUSTEES OF THE city of Sacramento will meet as a City Board of Equalization on the first Monday in July, 1896, at 1 o'clock p. m., to examine the assessment roll and equalize the assessment of property in the city and will continue in session for that purpose from time to time until the business of equalization is disposed of, but not later than the third Monday in July, 1896.
CHAS. E. LEONARD,
President of Board of Trustees.
M. J. Desmond, City Clerk. jy8-6t