Evolution of the Locomotive.

The First Railroad and the Motor Power Used—Energy of the Yankees—Stevenson's First Venture—Peter Cooper's Locomotive—Grading the Engines, and What It Means—Tha Pace That Kills—The Pits in Shop No. 3—Stripping the Locomotive—Classification of Repairs—Asbestos Lagging—Testing the Boiler—Discharged as Cured—The Workmen.

It is all very pleasant to take one's ease in a palace or sleeping car and watch the panorama as the train glides over mountains, through valleys or around sharp curves, and listen to the deadened clickety-click of the wheels speeding over the joints in the rails; but unless one hears an occasional chug! chug! from the locomotive he is liable to doze and dream dreams without even giving a thought to the powerful machine which moves the train, or to the man whose hand is on the throttle

The evolution of the locomotive has been truly wonderful, and a long road has been traveled from the horse which pulled the first passenger railway coach between Stockton and Darlington, England, on the 27th of September, 1825, and the motor power of to-day.

Then in 1826 the Liverpool and Manchester road was commenced, and under the stimulus of a premium of $2,500 offered by the company, Stephenson, Ericsson and other mechanics devised the locomotive power which was in time destined to revolutionize the commercial relations of the world. The road was not opened until September 15, 1830, and in the meantime the Yankee nation was coming to the front. Gridley Bryant, a civil engineer, in 1825 projected the first railroad in America, and it was carried to completion in 1826. It was four miles long, including branches, and was designed for carrying granite from the quarries of Quincy, Mass., to the nearest tide-water, and is still known as the Quincy Railroad. Bryant was a genius, and besides designing the first portable derrick, also thought out and completed the first turntable ever used in the world, which, by the way, is said to be still in a remarkable state of preservation.

The next venture in railroads in the United States was the line from the coal mines of Mauch Chunk, Pa., to the Lehigh River, finished in January, 1827. Gravity was used as the motor power, though the length of the road was so great that mules were pressed into service to draw the empty cars back to the mines. But it was later in the same year when the Delaware and Hudson Canal Company sent Horatio Allen to Europe with orders to buy three locomotive steam engines. Allen was partially successful, buying one machine from Stephenson, the Edison of his time, and another from Foster, Raswick & Co. In the meantime the canal company had built a line of road from the mines at Honesdale to the terminus of the canal, and in the summer of 1829 the first railway steam locomotive was started in the United States, forestalling John Bull even at his own trade. This locomotive had four wheels, a multitubular boiler, and the exhaust steam blast, and was considered, as it really was at the time, a wonder.

It was in March, 1827, when the Legislature of the State of Maryland granted a charter, modeled upon the old turnpike charter, to the first railroad company ever authorized to carry on a general transportation business. The capital stock was $500,000 and both the State and city of Baltimore were authorized to subscribe to its stock.

The road, now known as the Baltimore and Ohio, was begun July 4, 1828, and work went steadily along, horse-power being employed for motor power. But Peter Cooper was at work on an engine of which he expected great things, and when it was completed in the summer of 1830 he drew a car loaded with directors of the road from Baltimore to Ellicott Mills, now Ellicott City, twenty-two miles, at the rate of eighteen miles an hour. Cooper's was the first locomotive built in America, and the first successful one ever built anywhere else, but could the ghost of the great Peter walk through the pits in repair shop No. 3 of the locomotive machine shop in this city, he, too, would be obliged to ponder over the evolution of the locomotive, and wonder if perfection had yet been reached.

And though there is plenty of room for comparison between this clanking, uncovered, light-weight, low-wheeled, eighteen-mile-an-hour locomotive of Peter Cooper's and the powerful machines of to-day, nothing has been discovered which can forever stand the dash and beat—the wear and tear—the mighty pulse throbs, which impart to the locomotive its life. In fact, the life of the locomotive built at the present time is not as long as that of the one built a dozen years ago, and the reasons are obvious.

Formerly the amount of steam pressure demanded seldom exceeded 125 pounds to the square inch, while to-day the pressure runs from 135 to 180 pounds. As a consequence, the strain is greater on the boiler than formerly, and the greater the strain the greater the tendency for the seams to start and the rivets to become worn and loose. Then in those days, a dozen years ago, when an engine was sent out the engineer usually carried orders to "clean the track," and provided he did so, "time" was not considered a particular object. If his locomotive was overloaded he took his time in making the run and if he was ten hours behind no very searching investigations were made. Then prior to 1881 there were no brakes upon the drivewheels of the locomotive, and the grind and strain and wear consequent upon them was unknown.

But to-day each locomotive is carefully graded and the weight on the drive wheels, and size of the wheels, the size of the cylinder and the number of pounds of steam pressure are all carefully computed, and upon that computation is based the load the machine is to haul and the speed to be attained and kept. And while the engineer is not now required to hitch every loose car along the line onto his train, he is required to make the weight of his train up to the grade of his engine and haul his load over his division on schedule time.

In all things organic "it is the pace that kills," and a locomotive is no exception to the rule. So it happens that where speed is required regardless of climatic conditions, and where the graded strength of the locomotive is tested between all stations, the members are subjected to a continuous strain, and the wear being greater than formerly the machine must the sooner pass into the hands of the workmen of Machine Shop No. 3, where it is stripped and its different members distributed throughout the shop, where they are repaired, or where much worn, relegated to the scrap yard and new parts furnished.

Machine Shop No. 3, most generally known as "The Pit" occupies one side of the general machine shop in which are also located Machine Shops Nos. 1 and 2, respectively. They comprise twenty-two pits now used entirely for general locomotive repairs, and on these pits the seventy-five new engines built by the Southern Pacific Company were set up.

One of these pits is now occupied by the "track gang" where all engine trucks are either built or repaired. The remaining twenty-one pits are divided between six separate gangs, each under a gang foreman, who is responsible for all work done on engines passing through his hands.

Engines coming in for repairs, after being uncoupled from their tenders, are taken in charge at the yard transfer table. If necessary that the cab should be removed, it is taken off by means of the crane at the end of the transfer table track previous to being drawn into the machaine shop by means of a wire cable operated by an engine stationed on the transfer table.

Repairs are classified as light, heavy, general, extraordinary or rebuilt—the extraordinary embracing repairs due to accident alone.

After the engine is drawn into the shop, stripping is commenced. The side and main rods, binders and wedges, eccentric straps and blades, pilot or pilot braces, running boards, driver brakes, ash pan, piping, dome cap and whatever other material is needed to be removed to lift the engine off its wheels is taken off in a remarkably short space of time. Being then ready for the machine shops, transfer table and hoist, that most useful machine is brought directly over the engine, its pistons lowered—one in the dome and one at the front end, where suitable and adjustable hooks are made fast to the engine, and when the hydraulic pumps are started the engine is lifted up rapidly until the wheels can be rolled from under the body, after which it is lowered and placed upon suitable wooden blocking, generally set under the mud ring of the firebox, and the center casting between the cylinders.

After the separate parts have been cleaned, some are distributed to different departments of machine shops Nos. 1 and 2 for certain special repairs. Note is taken of the different parts that need either removing or repairing, and their cost in labor and material is carefully estimated. The jacket or Russian iron covering of the boiler and firebox is then either removed whole or in part, and if found to have wooden lagging on the boiler this is taken off to be replaced by asbestos, which is now preferably used as a preventive against the radiation of heat from the boilers. Lagging was formerly all made of wood.

Pipes and standard equipments are put on if found wanting. The American balance valve now supersedes the old or ordinary slide valve, and metallic packing is now used for all piston and valve stems and air pumps.

The push-down brake is applied to all eight-wheelers, while small tooth latch and quadrant are also applied, so that the engines may better regulate the steam cut off in the main cylinders. The cinder pot and the boiler front of the latest standard designs now replace the old style.

While the several parts are being renewed or overhauled as found necessary, lines are run through the cylinders, from which the pistons have been removed, the shoes and wedges squared up, besides refitted, etc. Should the cylinders be found "out of round" or improperly worn, they are bored out, for which purpose the boring machine and steam motor are brought in requisition and soon have the bore of the cylinders as true as when first made.

Here may also be seen the pneumatic machine for running tops, drills, etc., in successful operation, the motor power being compressed air, furnished conveniently through pipes and hose and regulated in the most simple manner possible. This power is also used for operating the valve seat facing machines, thus doing away in a great measure with the laborious hand labor, hand ratchets that were formerly employed to produce the required results. The pneumatic hammer is also used to advantage where light chipping is necessary to secure an even, smooth surface.

In this shop all the boilers of locomotives undergoing repairs are tested, being first filled with cold water. A pipe connecting with a general steam supply pipe running down the middle and full length of the shop is attached, regulated by a globe valve, and by these means the boiler is warmed gradually, so that its expansion may be more regular and even. When properly warmed, the steam connection is shut off and connection made with the hydraulic pressure pipe that runs on one side and the full length of the shop, and which is supplied by accumulators. Here a pressure of 200 pounds per square inch may be obtained, which is necessary, as the testing pressure required ranges from 130 to 200 pounds, according to the class and age of the boiler.

The boiler being tested and all leaks of seams or rivets taken up, the pop or safety valves are set to their required carrying pressure—no tampering with them being afterward allowed, as long as they work correctly.

The different parts of the engine being replaced, the driver springs and spring hangers are connected, and the drivers, now round and true, are run under. Wedges and binders are soon put in place, rods coupled, and the wheel-rotating rollers put under the drivers to do away with the pinch-bar method of locomotion, and all is ready for setting the valves, an operation on which largely depends the successful working of the engine when on the road.

Thus, in a short time, an engine may be repaired, tested and equipped with the latest improvements, ready to be turned over to the locomotive painters for adornment and further additions of standard numbering, lettering and classification, before being once again ready for active service.

In this shop, where the engine is fitted out for its onerous duties, the work must necessarily be very carefully performed. The workmen have been tried nad found not wanting, and while they remain at their posts the transportation business of the Pacific Coast may be expected to continue in the even tenor of its way. Their names follow:

Jos. Ross, Timekeeper.

T. Atwood,	A. Lee,
E. J. Boden,	S. C. Lancaster,
O. J. Boden,	W. Moon,
F. Bellhouse,	W. I. Morrison,
M. Brannely,	T. McCarthy,
F. Butler,	J. J. Moran,
J. A. Barnes,	P. N. Megerle,
C. Browning,	E. Manby,
C. Brown,	C. J. McNeil,
W. Blair,	R. Maker,
D. H. Blair,	J. C. Martin,
A. E. Bennetts,	C. T. Noyes,
G. C. Cross,	A. Neyer,
M. Corcoran,	T. Ormerod,
T. C. Clifford,	R. S. Ormerod,
C. J. Causley,	J. Plant,
H. Criss,	L. W. Peters,
H. T. Cowper,	T. A. Pudan,
J. W. Curtis,	E. J. Pendergast,
C. E. Curtin,	D. Petrocchi,
W. H. Cole,	F. W. Robinson,
J. Casselman,	D. Reid,
W. B. Dutton,	J. Ray,
P. Dolan,	L. E. Renfro,
T. Demonceau,	J. R. Renfro,
E. L. Dyer,	G. Ryan,
E. S. Davis,	J. M. Robbins,
J. Dolan,	G. A. Stoddard,
J. Dunn,	H. Stillman,
M. E. Dolan,	H. L. Stevenson,
C. S. Dewey,	J. Sexton,
W. F. Davis,	P. Sullivan,
F. H. Denny,	F. Stiegler,
M. Ehret,	H. Stremming,
J. Feeney,	W. Schaumloeffel,
A. Felt,	W. Sachs,
G. Farrar,	H. H. Steuben,
C. H. Fassett,	G. Scully,
G. H. Fiedler,	J. E. Schubert,
M. Fiedler, Jr.,	W. K. Slater,
E. J. Frichette,	W. H. Sweeney,
W. C. Gent,	E. E. Shonander,
B. Gonnesti,	O. Schumacher,
R. Horsfield,	J. Sartoretti,
C. Hintze,	J. Steppe,
W. E. E. Hooper,	W. T. Small, Jr.,
J. M. Horridge,	F. F. Small,
H. G. Haedrich,	J. W. Small,
R. R. Hart,	W. J. Ulrich,
G. Houghton,	W. Uren,
J. J. Hanford,	E. A. Van Fleet,
G. Harris,	C. J. Wallquist,
E. Hewett,	A. F. Wallquist,
W. H. Jeffery,	J. Wilson,
J. A. Justin,	C. Warmby,
T. Kiernan,	R. E. West,
J. Kelly,	H. Wood,
F. J. Kiernan,	C. B. Whitmore,
E. J. Kennedy,	F. A. Wilder,

D. T. Watkins.

COMMISSIONER MANSON

Well Pleased With the Good Roads Outlook in Different Sections.

State Commissioner of Highways Marsden Manson arrived in the city yesterday from San Francisco, where he had been to preserve his rights of citizenship by getting his name upon the Great Register.

Mr. Manson has been engaged in visiting those counties between and including Amador and Kern in the interest of good roads, and reports that Sacramento is particularly blessed regarding climate, and that he visited many places during his absence where the thermometer ran as high as 116 degrees on the shady side.

Mr. Manson will begin at Placerville next week and go from there to Markleyville in Alpine County, and from that point south on the eastern side of the mountains. He states that during the past month he has addressed some enthusiastic meetings on the subject of good roads, and that the Supervisors of the several counties have shown great interest in the movement.

Weather Bureau Report.

The Weather Bureau reports show the highest and lowest temperatures yesterday to have been 78 and 59 degrees, with brisk to high southwesterly winds and partly cloudy weather prevailing.

The barometrical readings at 5 a. m. and 5 p. m. yesterday were 29.87 and 29.88 inches, respectively.

The highest and lowest temperatures one year ago yesterday were 90 and 61 degrees, and one year ago to-day 88 and 58 degrees.

The dry thermometer at 5 a. m. was 60 degrees, and the wet (sensible temperature) was 58 degrees; wind, southwest, twenty-four miles per hour, and the weather partly cloudy.

The dry thermometer at 5 p. m. was 76 degrees, and the wet (sensible temperature) was 65 degrees; wind, southwest, eighteen miles per hour, and the weather partly cloudy.

The highest wind velocity during the twenty-four hours was twenty-seven miles per hour on two occasions, between 5:30 a. m. and 6:30 a. m.

The average temperature was but 68 degrees, as against 80 degrees the day before. The normal temperature was 74 degrees, showing yesterday to have been six degrees cooler than the normal for July 25th.

It can readily e seen how quickly a change comes over the climatic features of Sacramento and vicinity, when the wind blows briskly from the southwest, for yesterday was seventeen degrees cooler during the day and five degrees cooler at night than was the previous day, when the air was suffering from that tired feeling caused by stagnation, but the barometer rose rapidly during Friday night, which stirred the atmosphere to such a pitch that it blew through and over this city for several hours in the early morning yesterday at the rate of from twenty to twenty-seven miles per hour, at which time high fog clouds could be seen moving rapidly overhead; and no doubt but what they had a velocity of eighty to 100 miles per hour at an elevation of but a few thousand feet above the earth's surface. The relief yesterday was certainly very acceptable, as compared with the day previous.

No Need of Vacation.

No need of neglecting business or giving up home comfort when all the benefits of an outing at seashore or mountain may be obtained by drinking Bartlett Springs water. The Pacific, J, near Eighth. *

The Public Schools

Close Friday, and conditioned scholars should then attend Howe's Academy, Ninth and I. *

One Dollar

Will buy one bottle Sutter Bourbon, the finest family whisky, or four bottles Idan-ha mineral water at B. K. Bloch & Co., Fifth and J. *

Mineral Water.—Litton seltzer, the only genuine seltzer spring in the United States, par excellence for liver and kidney troubles and biliousness, can be had of all dealers. C. C. C. wholesale agents. *

Just arrived. A full line of Catholic goods. Adam Haubold keeps notions of all kinds at 1122 J street. *

ADDRESSES TO LABORERS.

Last Night's Mass Meeting at the City Plaza.

Unorganized Workingmen Advised to Join the Federated Trades.

Several hundred persons attended the mass meeting held at the Plaza last evening under the auspices of the Federated Trades. The Militant Band discoursed popular airs prior to the meeting.

Shortly after 8 o'clock T. M. Ely, President of the Federated Trades, called the assemblage to order. The purpose of the meeting, he said, was to call attention to the fact that unorganized labor could better its condition by organization. The Federated Trades had been laboring for some months in a quiet manner and had succeeded in organizing many branches of trade in this city, but he enumerated several others that had not yet been brought into the fold. Mr. Ely then introduced John A. Sheehan, editor of the "Sunday News," who, he said, would address them on the benefits of organized labor.

MR. SHEEHAN'S REMARKS.

Mr. Sheehan was warmly applauded when he came forward. He said he was there on a pleasant mission under an invitation to say something in the interest of organized labor. He would endeavor to convince workingmen why they should form organizations of their own or affiliate with those already organized. Labor has no real friends except its own organizations. All other interests are working to keep labor down. Competition has caused a gradual lowering of the rates of wages under the pretense that the cost of food, clothing and other necessities are cheaper now than formerly.

In some respects this is so, said the speaker, and he was sorry that such was the fact. When the products of the farm are so low it entails a condition that becomes a serious matter. Unless the farmer prospers, no one can prosper. But he was there to speak of the advantages of trades unions. He was sorry to say that trades unionism had not in all respects filled the bill. It is beneficial only when in the hands of energetic men who appreciate the advantages of organized labor. In the past it had been a hard matter to get men to take the necessary interest in it.

Mr. Sheehan then spoke at some length on the advantages of organized labor. He spoke of some of the difficulties experienced in the past in bringing men to a realization of the benefits of organized labor. He did not personally blame men in these times of competition if they accept the crumbs offered them in order to support their families, but contended that thorough organization was the only way by which men can hope to better their condition.

In the East the tendency of wages is downward. The success of Pullman in the great strike was a serious blow to labor, but some believe that good will come out of it. The men now in Pullman's employ are not union men, and are not freemen.

If labor were fully organized there would be no monopolists to force labor into the dust. Labor's wants would then be heard in Washington, and there would be no more infamous laws passed to grind them.

The speaker did not favor contention between employers and the employed, but contended that unionism would be as advantageous to one as the other. If trades unions were not carried on behind closed doors it would be a great educator, and would do much to bring about harmony between employer and employed.

Mr. Sheehan closed his remarks with an appeal to workingmen to organize and work together to uphold their interests and better the condition of their families. Labor was better off in this city, he said, when labor was better organized. If men will not attend the meetings of their Federated Trades Councils and then complain that a few persons are running the organization, they are injuring the cause they espouse.

At the conclusion of Mr. Sheehan's remaks Chairman Ely announced that members of all trades who wished to organize should call upon the Secretary of the Federated Trades, where every facility would be extended them.

M'ARTHUR'S ADDRESS.

The next speaker introduced was Mr. McArthur, editor of the "Coast Seamen's Journal" of San Francisco. He said he would go back farther than the last speaker and endeavor to show the duties of citizenship working through trades unionism.

Mr. McArthur began with the landing of the Pilgrim Fathers, to whom the land returned the full measure of its products. But for the last hundred years the condition of the people has been growing worse. Less than one-fifth of the people now own the whole country. One-fifth own the land, and therefore own the other four-fifths of the people. Without land man must die—he cannot exist on air and water.

Every other man you meet has a remedy for the ills of the people. One believes protection will do it. Another believes in free silver, and that if every man can be given $50 in silver the problem will be solved. Another believes in the Government ownership of land, and another thinks that the destruction of the liquor traffic would be the talisman to bring about the desired result.

Any man who imagines that by voting for any of these fallacies he can cure all the ills he bears is sadly mistaken. The only remedy lies in the people themselves. They have placed their faith in politicians only to be deceived. Men must organize into trades unions, for labor is the foundation of society.

Mr. McArthur then spoke of the benefits of trades unionism, and went into a recital of the Sailors' Union difficulties in San Francisco. The sailor has been, he said, nothing better than a chattel slave. His condition has been growing from bad to worse, until the seamen met and organized a union, and now it is one of the leading unions in the world and has made the sailor a man—a free man, an American citizen. Abuses of seamen can no longer be committed with impunity. They sent their delegates to Congress, and that body abolished the laws that made slaves of seamen. These are the benefits accruing to the seamen by organization, and in the face of the opposition of all the ship-owners of the country.

If the ignorant and downtrodden sailors could accomplish this what cannot intelligent men in all the branches of labor accomplish. A law cannot be passed to govern the rates of wages, and the only thing for men to do is to organize and secure the passage of laws that will benefit. There are some matters that can only be legislated for through trades unions. It is a matter of physical impossibility for a man to attempt to better his condition by voting for this man or that. Men should begin at the foundation of society by organizing labor.

The politicians are at work in St. Louis and Chicago, and are the workingmen going to stand by with their hands in their pockets? The workingman must make up his mind what course he intends to pursue and to stand up to his resolution. First organize into unions and determine what your needs are. Your votes otherwise will amount to nothing.

In closing the meeting Chairman Ely said some men made the mistake of supposing that trades organize for the purpose of striking. That used to be the idea. Now more victories are gained for labor by arbitration. It is not the purpose of organized labor now to make trouble and overturn things generally.

All unorganized laborers were again invited to call at Federated Trades Hall and take steps to organize, and the meeting adjourned.

All the speakers were frequently applauded.

TRIBULATIONS OF KUCHEN.

His Dollars Departed While He Indulged in a Siesta.

L. T. Kuchen, who claims to hail from the mines in Nevada County, arrived in the city recently, and took on more of a load than he could conveniently carry. It made him tired and subsequently sleepy, and he lay down to take a nap in the alley bounded by Third and Fourth, K and L streets. When he awoke he reported that over $200, which he had reposed in his inside pocket when he lay down, was missing when he got up.

It is supposed that one of the nimble-fingered gentry took very good care that Kuchen's money should no longer prove a temptation to him. He was on his way to El Dorado County, where he proposed engaging in mining.

HIS HOUSE ROBBED.

It is Sixteen to One That Farmer Martin Loses His Silver.

J. A. Martin came in from the San Juan grant yesterday and reported that his house had been robbed during his absence and ransacked thoroughly. His family and another one, who live in the same house, have gone to the Big Trees, and on his return from a week's work on the harvester, he found that one suit of light and one suit of dark clothes, a lot of silverware, the spoons of which were marked with initials, and an open-faced silver watch and gold chain and a lady's long gold chain taken. He does not know what the other family has lost, as they are all gone.

Installation of Officers.

The Olive Branch Ladies' Society has installed the following officers, Alice Kunz being installing officer: Past President, Annie Sprague; President, Vira Brown; Vice-President, Phoebe Dole; Recording Secretary, Della Haedrich; Financial Secretary, Flora Knox; Treasurer, Annie Gill; Warden, Alice Gillmore; Conductor, Elizabeth Methvin; Chaplain, Abbie Wise; Pianist, Lizzie Dillman; I. Guard, Ann Elliott; O. Guard, Laura Clark; R. S. P., Josie Van Walbeck; L. S. P., Kate Futterer; R. S. to V.-P., Louisa Groves; L. S. to V.-P., Mary Thomas. After the installation ice-cream and cake were served.

Valentine and McCarty Lectured.

Two boys, named Valentine and McCarty, were arraigned in the Police Court yesterday morning to answer to the charge of having disturbed the peace of Mrs. Webb. The evidence was somewhat conflicting, and as a consequence judgment was suspended and the boys given a very severe lecture before being sent home.

Seventy Days.

John Ott, who several months ago stole a locket and ring and watch belonging to Mrs. E. Gubenheim, who resides on G street, and who was only recently apprehended, was found guilty of petit larceny in the Police Court yesterday morning, and sentenced to serve seventy days in the County Jail.

Graham's Case Continued.

The case against Thomas Graham, charged with having maliciously mutilated the paintwork of a house on M street, between Fourth and Fifth, and which had been on trial all the week in the Police Court, was yesterday morning continued until Tuesday next at 9 o'clock.

More Music.

The Sacramento Electric Gas and Railway Company has made arrangements with the Foresters' Band for an open-air concert at the Oak Park music stand on Wednesday evening of each week, from 8 to 10 p. m. Attractive musical programmes are being arranged.

Election Ordered.

An election for First Lieutenant of the Signal Corps has been ordered from the headquarters of the Third Brigade, Lieutenant Fred Martin's term having expired. It will take place on August 3d at the armory and Major W. W. Douglas will preside.

A Suit in Washington.

L. B. Adams has sued Frank Todhunter in Justice Gill's court, in Washington, to recover $137 50, which he alleges is due for hay supplied to Todhunter. The case is set for trial on August 1st.

Set for Trial.

L. Cohen was arraigned in the Police Court yesterday morning, charged with having sold liquor without a license. The hearing of the case was set for tomorrow morning.

Arthur Nichols Appointed Trustee.

Governor Budd has appointed A. L. Nichols to be trustee of the State Normal School at Chico, vice General John Bidwell, resigned.

Skin Came Off

I had an obstinate skin disease, called Eczema. My body, head, and arms were covered with spots like drops of mortar, which came off in layers of dry scales. I suffered for over a year without relief, consulted several doctors without aid, and had almost given up hope. I saw an advertisement about CUTICURA REMEDIES; took them, and in *eight weeks* I was as well as ever, for my skin is as nice and clear as a baby's. GEO. REABURN, Hanover, Ontario, Canada.

SPEEDY CURE TREATMENT.—Warm baths with CUTICURA SOAP, gentle applications of CUTICURA (ointment), the great Skin Cure, externally, and mild doses of CUTICURA RESOLVENT, greatest of humor cures.

Sold throughout the world. Price, CUTICURA, 50c.; SOAP, 25c.; RESOLVENT, 50c. and $1. POTTER DRUG AND CHEM. CORP., Sole Props., Boston.

"How to Cure Every Skin Disease," mailed free.

BAKER MUST STAND TRIAL.

His Case Has Been Postponed From Good Cause.

So Judge Hinkson Declared in Answer to His Attorney's Motion Yesterday.

S. R. Hart, attorney for Harry Baker, moved in Judge Hinkson's court yesterday afternoon, after the conviction of Callendine, for the dismissal of the case against his client, on the ground that he had not been brought to trial within the sixty days provided by statute. He said the case had not been continued by Baker's wish since May 18th.

District Attorney Ryan said that the case was continued at that time on application of Albert Johnson, on account of the illness of Hiram W. Johnson, Baker's attorney, and was continued till the 25th. Baker had no attorney from that time till June 6th.

Hart said that he was engaged as attorney before that time, and Judge Hinkson asked him if he notified the court or the District Attorney of the fact before the 6th. Hart replied that he did not, as the court was engaged in the Callendine trial.

Ryan contended that Hart was not an attorney in the case till he had notified the court and District Attorney of the fact.

The court said the statute was a salutary one, and there was good cause for it. It was the policy of the law that every man should have a speedy trial, and should be discharged if he did not get it; but what did that mean? If a case already on the calendar consumed all the time that would be a good reason for not bringing him to trial.

In his opinion, the defendant was not ready for trial before June 6th, because neither he nor the District Attorney had received notice before that time, when Hart had demanded it be tried on the 8th, and the District Attorney objected, on the ground that the jurors in the Callendine case were disqualified. The court believed that it would not be proper to take that jury, and when the District Attorney stated his objection Mr. Hart said nothing, and his assent was given by his not objecting.

The motion would therefore be denied.

SPECIAL NOTICES

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

KENT BROS., 1617 Third street, for carriages, buggies, rigs of all kinds at short notice. Telephones—New, 215; Old, 511.

PHOTOS $1 per doz, school children only, Hodson, 813 K.

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 & Co.

NEW TO-DAY.

DON'T FORGET IT! DON'T FORGET THE Printing Pressmen's Picnic and Moonlight Dance AT EAST PARK TO-DAY. Games and Races. Admission, 25 cents. 1t

MONROE'S SHOW. Fifteenth and M Streets.

OLD-TIME CIRCUS. TUMBLING; TRICK animals, trained birds, bareback riding, song and dance, gymnasts, acrobats; mare "Ida," the wonder; "Baby Lewis," the phenomenon. Varied, entertaining and clean throughout. A dollar show for ten cents. Afternoon at 2; night at 8. ned

REPORT

OF THE CONDITION OF THE NATIONAL BANK OF D. O. MILLS & CO. at Sacramento, in the State of California, at the close of business July 14, 1896:

RESOURCES.

Loans and discounts		$1,192,372 48
Overdrafts, secured and unsecured		156,592 88
U. S. Bonds to secure circulation		50,000 00
U. S. Bonds on hand		1,000 00
Premiums on U. S. Bonds		4,090 00
Stocks, securities, etc		20,164 26
Banking-house		40,000 00
Due from National banks (not reserve agents)		10,471 89
Due from State banks and Bankers		78,754 19
Due from approved reserve agents		83,372 56
Checks and other cash items		7,434 06
Notes of other National banks		5,040 00
Fractional paper currency, nickels and cents		259 60
Lawful money reserve in bank, viz:		
Specie	$401,754 00	
Legal-tender notes	4,360 00—	406,114 00
Redemption fund with U. S. Treasurer (5 per cent. of circulation)		2,250 00
Due from U. S. Treasurer, other than 5 per cent. redemption fund		4,000 00
Total		$2,061,915 92

LIABILITIES.

Capital stock paid in	$500,000 00
Surplus fund	100,000 00
Undivided profits, less expenses and taxes paid	62,294 39
National Bank notes outstanding	45,000 00
Due to other National Banks	6,858 79
Due to State banks and bankers	133,732 94
Individual deposits subject to check	788,497 08
Demand certificates of deposit	418,917 56
Certified checks	25 00
Cashier's checks outstanding	6,590 16
Total	$2,061,915 92

State of California, County of Sacramento, ss:

I, CHARLES F. DILLMAN, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

CHARLES F. DILLMAN, Cashier.

Subscribed and sworn to before me this 23d day of July, 1896.

(Seal.) JAMES E. MILLS, Notary Public.

Correct—Attest:
S. PRENTISS SMITH,
EDGAR MILLS,
FRANK MILLER, Directors.
jy26-2t

AMUSEMENTS.

CLUNIE OPERA HOUSE.
J. H. Todd.....Lessee and Manager
Week commencing July 27th.
THE MOULTON COMPANY in a great triple bill—A GAME OF CARDS, THE BARON'S WAGER, TWO JIM DANDIES. Between the acts McIVAR TYNDALL, the world famous mind reader and hypnotist, in a series of startling and mysterious tests.
Prices—10c, 20c, 30c.
Tyndall's sensational blindfold carriage drive will take place Monday evening at 7 o'clock, starting from the Clunie Opera House.

The Smallest Wire Walker in the World.

MAJOR W. A. ROBINSON
OF AUSTRALIA
Will give a Grand Exhibition at
East Park, Sunday, July 26th,
From 3 p. m. to 5 p. m.
Don't Fail to See the Smallest Man Living Walk the Rope.
Hight, 36 inches; Weight, 102½; Age, 32 years.
(BC) jy25-2t

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.

OUT OF THE OLD

Saddlery, Harness, Leather —and— Shoe Findings.

NOW IN THE NEW BUILDING, S. W. CORNER FIFTH AND K STREETS.

JOHN T. STOLL.

AUCTIONS.

AUCTION SALE

OF ELEGANT RESIDENCE AND Grounds. THURSDAY, July 30, 1896, at 10 a. m., on the premises, BELL & CO. will sell the west 30 feet of lot 7, in block K and L, Eighth and Ninth streets, with all improvement thereon, consisting of Elegant Three-story Residence, with all modern improvements. House open for inspection until time of sale. Title perfect. Terms cash.
BELL & CO., Auctioneers.

ASSIGNEE'S SALE AT PUBLIC AUCTION.

BY ORDER OF THE SUPERIOR Court the undersigned assignee will, on MONDAY, the 27th day of July, 1896, at the hour of 11 o'clock a. m., on the premises, 507 J street, Sacramento, sell in one lot or in parcels, to the highest bidder, the entire stock of merchandise belonging to the estate of A. Brandt, an insolvent debtor. This stock is a full and complete assortment of ladies', children's and infants' fine dresses and dress materials and underwear; also a fine line of ladies' kid gloves, corsets, ribbons, laces and embroideries, handkerchiefs, hose, etc., etc.; also a large line of piece goods including prints, lawns, chambreys, flannelettes, cheviots, sateens, canton flannels, etc., etc.; also a line of gents' overshirts, underwear, half hose, suspenders, handkerchiefs, etc., etc.; also a large and varied stock of buttons, braids, spool cotton and silk, jewelry, etc., etc., show cases, counters, desk, etc., etc. An inventory of the stock has been taken and can be inspected upon application at the office of the assignee, 231 J street. Terms of sale cash.
S. B. SMITH, Assignee.
L. T. Hatfield, Attorney for Assignee.
jy20-td

Assignee's Sale at Public Auction.

BY ORDER OF THE SUPERIOR Court, the undersigned assignee will, on THURSDAY, the 30th day of July, 1896, at 10 o'clock a. m. of said day, on the premises, 517 J street, Sacramento, sell in one lot, or in parcels, to the highest bidder, the entire stock of merchandise belonging to the estate of C. B. Strong & Co., insolvent debtors. Said stock consists of a full and complete assortment of garden, vegetable and flower and other seeds and merchandise; also, counters, shelving and fixtures therein contained; also, one horse and wagon. An inventory of the stock has been taken and can be inspected upon application to the assignee at No. 517 J street, Sacramento. Terms of sale, cash. This sale is made subject to confirmation by the Superior Court.
W. R. STRONG, Assignee.
Martin Devine, Attorney for Assignee.
jy25-td

WOOD AND COAL.
ALL KINDS OF WOOD, COAL, COKE Charcoal and Kindling, Grain and Mill Feed Barley and Oats crushed to order.
STEAM CARPET CLEANING AND RENOVATING WORKS. No rips, no tears. CAPT. A. MENDIS, Proprietor, 1513-1515 Front st. Telephone 257.