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Weather Forecast.

Northern California—Fair Friday; brisk west wind.

THE BLUNDER OF A DEMAGOGUE.

In another column we reprint from the Santa Rosa "Republican" an article exposing anew the demagogy of James G. Maguire, the Popocratic candidate for Governor. The article clearly shows that Mr. Maguire is either a fool or a ranting demagogue, and no one would charge him with being a fool, though in this matter of the debt of the Central Pacific Railway he committed a stupid blunder, viewed from the anti-railroad standpoint, and Mr. Maguire really occupies no other, since he has put away for a more convenient season his fanciful single tax notions, in order to secure anti-single tax votes.

The "Republican" rehearses the story told by Congressman Barham, fortified by the official reports of the daily proceeedings in Congress which appeared in all the San Francisco papers and the "Record-Union." It is shown that the friends of the Nicaraugua Canal measure, finding the anti-railroad legislation a serious obstacle to promotion of canal interests, the prince of anti-funding champions, Senator Morgan, proposed as a rider to the general deficiency bill a plan for the installment payment of the railroad indebtedness, and this measure had the support of Senators White and Perkins, both opposed to any funding bill.

The proposition was not for refunding, but for payment, principal and interest to the last cent, and the penalty attached is that if this scheme is not accepted by the Central Pacific Railroad Company, foreclosure proceeding must be commenced against it. Some amendments to the measure were proposed by Mr. Barham in the House when the bill arrived there, fixing the time—one year—within which the payment must begin. A single objection to the measure would have prevented its adoption. Mr. Maguire, though in the House at the time, failed to raise his voice in objection, and thus practically voted for the settlement measure, which accordingly had the unanimous approval of both the United States Senate and the House of Representatives.

Pending the consideration of the measure Mr. Maguire had opposed it because of certain alleged defects. These were corrected by Mr. Barham in an amendment which he submitted to Maguire, who made still other changes, and the bill then went before the House with the peril of a single objection to it hanging fatally over it, and that objection Mr. Maguire did not interpose when he had it in his power to have effectually and irrevocably killed the bill.

Yet upon the heels of this Mr. Maguire returns to California forsaking his Congressional position and poses as a stalwart champion of enmity to the Central Pacific Railroad and will go into the campaign for Gubernatorial honors in denouncement of a measure that could never have become a law without his acquiesence, and which consent he gave as effectively as an "aye" on roll-call can indicate concurrence and consent.

This settlement or adjustment measure, it must be borne in mind, in no wise stays the hand of the Government in foreclosing its lien upon the road, if the company fails to agree to the method of full payment provided; in fact, it is wired that the Attorney General has already drawn the necessary complaint in foreclosure which he will file in the proper court speedily if the payments are not entered upon according to the settlement plan provided in the measure which Maguire could have killed and refused to do.

He probably realized his blunder too late. Certainly he is doing his best now to save the situation for himself, but his explanations are of the order which do not explain. He goes into the campaign as a demagogue undeniably, and is so written down upon the records. He will fight the windmill wings which he had it in his power to strip. The result will be what it always is in such contests. The sober, honest judgment of the people who wish to be rid of the railroad question as speedily as possible, will adjudge Mr. Maguire a demagogue, and will point to the record so ably treated in the article we quote from the "Republican" as proof indisputable.

There are two old-time institutions, both robbing and degenerate schemes, that will now meet deserved death—the Havana and the Manila monthly lotteries. Both have been run by Spain as an aid to the support of the Government. The United States Government cannot tolerate revenue from such sources.

And the question still is, what are Mr. Maguire's politics? Is he a Populemo, or a demopopu, or single-tax-democratic-populist "what is it"? There is only one thing "dead certain," he is not a Republican, for which the Lord be praised.

WHAT MORE IS WANTED?

The Democratic State Convention has done itself honor and paid a high compliment to the Republican Administration by forwarding a congratulatory dispatch to President McKinley on the "glorious and successful conclusion of the war." Well, what more do you want, gentlemen, than "a glorious and successful conclusion," which expression embodies and implies indorsement of the course of the Administration in the conduct of the war brought to a "glorious and successful conclusion?" Will you after that follow the bidding of Stephen M. White, who twenty-four hours later took the stand in the same convention and assailed the Administration for its conduct of the war, and weakly excused and attempted to explain why he and Mr. Maguire constituted themselves obstructionists in Congress in the path of the Administration?

They are straightening things out in that beautiful city by an inland sea, Cleveland. Conferences between the bicyclists and the officials are resulting in reforms. The wheel has now recognition; it is a convenience and a need. The riders of it have rights, and these are now being defined. One of the rights conceded by the city to the wheelers is a dry strip to ride upon on the streets. This is now secured by requiring sprinkling wagons to go up a street on one side the full length of the district before sprinkling the other side. It has been found in Cleveland that it takes no more water and no more labor, and leaves no more dry surface at one time than when the wagons wet down both sides of the way, block by block. Committees in Sacramento are now out seeking to effect such a reform here and thus make the streets passable at all times for all vehicles, from the bicycle to the family carriage. Then, too, in Cleveland they find that it saves broken bones, life and much profanity, to require all who drive or ride to turn out of a street into one intersecting it when the right-hand side of the latter is the most distant, by driving to the center of the intersection and then turning down the right side of the new course of direction. Such is the law in Sacramento, but it is unenforced and wholly disregarded. The thing to do here is to begin to figure for the turn about a half-block distant, move rapidly diagonally across the street, and suddenly whirl into the intersecting street and drive diagonally across that for a half-block before finding the right-hand side. The beauty of this custom is that it enables you to have plenty of fun with pedestrians and wheelmen, to make other drivers pull up while you monopolize two halves of two blocks of streets, and now and then smash up a rig coming toward you. In Cleveland bicyclists and authorities have decided that there shall be no scorching on the streets, no excess of speed, no shooting around corners and over crossings like bullets out of a machine gun. That is the law here, and bicyclists drew and asked for the law, and it was granted. But hundreds of wheelmen disregard it, and no one thinks of enforcing the municipal rule. Its violation gives the bicyclist such rare enjoyment, affords him so much wholesome fun in making pedestrians dodge and scamper and break their necks, and that to enforce the law would be cruel deprivation. Whether Cleveland is behind or ahead of Sacramento remains to be decided.

We now have the amusing spectacle of the hungry Democratic party heading its ticket with a second-hand candidate who not so long ago formally, and in bitter language, bristling with charges against the party, withdrew from it and burned his bridge behind him. But then it is loaves and fishes the party want, and it swallows crow with avidity for the sake of once more posing as an organization of some strength. Principle goes down before what is deemed expedient in this instance, and a candidate is accepted who is on record as denouncing the party, State, municipal and national, as corrupt from heel to crown, the creature of corporations and the tool of monopolists. Mr. Maguire withdrew from the Democratic party because "as a self-respecting man," to use his own language, he could no longer remain in it. What is the condition of Mr. Maguire's self-respect now? The party is what it always has been. It has changed neither spot nor stripe, which is more than its shifty banner bearer can say of himself.

THE CITY NOT RESPONSIBLE.

WHY THE FOLSOM ROAD CANNOT BE BUILT.

Full Text of the Supreme Court Decision in the Bond Issue Case.

Yesterday the "Record-Union" announced the fact that the Supreme Court had rendered its decision in the case of the Folsom macadam road bonds, holding that the county had no authority to issue road bonds that would bind the city to pay any portion of them.

The people voted largely in favor of issuing $75,000 in bonds for the purpose of raising funds to assist the State in the construction of a macadam road between this city and Folsom. District Attorney Ryan had informed the Supervisors that he did not consider such bonds would be valid, but Attorney General Fitzgerald thought otherwise, and the bonds were duly printed.

Parties stood ready to take the bonds, provided they could be assured the same were legally issued, and an agreed case was made up to test their validity. James H. Devine obtained an order from the Superior Court restraining the Supervisors from taking further action in the matter, and the county appealed from that order.

The Supreme Court has now affirmed the judgment of the Superior Court, as follows:

WHAT THE COURT SAYS.

This is an action to restrain the defendants from levying a special tax for the current year to create an interest and sinking fund to provide for the payment of principal and interest of certain socalled Folsom road bonds. A general demurrer to the complaint was overruled, and the defendants declining to answer, judgment was rendered in favor of the plaintiff, from which the defendants appeal.

The only question to be determined is the validity of the bonds, and this depends altogether upon the power of the Board of Supervisors to issue them, for, so far as the proceedings leading to their issuance are concerned, they seem to have been perfectly regular in form.

The issuance of the bonds in question was no doubt designed as a means of co-operation in carrying out the purposes of an Act approved March 29, 1897 (Stats. of 1897, p. 289), entitled: "An Act to provide for the construction of a State highway or wagon road from Sacramento City to Folsom, in Sacramento County, and appropriating crushed rock or granite or stone blocks for drains and culverts for same."

By the terms of the Act the Governor was authorized to appoint three Commissioners whose duty it should be to construct a model road between the designated termini. No money was appropriated to pay the expense of building the road, but the directors of the Folsom Prison were authorized and directed to furnish free of cost the necessary crushed rock for macadamizing and cut stones for culverts, drains, etc.

The Act contains no invitation to Sacramento County to contribute funds to pay expenses, but prohibits the doing of any work on the road until the title to the lands upon which it is laid shall have been conveyed to the State.

In October, 1897, the defendants—the Board of Supervisors—ordered a special election for voting upon a proposition to issue the bonds of the county to the amount of $75,000 "for the purpose of improving and macadamizing the public road, to wit, the highway in Sacramento County which is now situated and runs closely to the line of the Sacramento and Placerville Railroad, which now extends between said Sacramento City and the town of Folsom."

At the election duly held in pursuance of this order, the proposition was carried by a large majority, and thereupon the board duly passed an ordinance providing for the issuance of the bonds, and for the creation of an interest and sinking fund to pay them. The bonds were subsequently issued and sold at a premium.

The ordinance makes no reference to the Folsom Road Act, or to the commission appointed thereunder. It does not appear that the two propositions have any necessary or legal connection, and it is seriously doubtful, to say the least, whether the Board of Supervisors could lawfully put the proceeds of county bonds at the disposal of the State Commissioners, even if it had been so expressly provided in the ordinance, and the authority to issue the bonds was unquestioned. For these and for other reasons, which need not be stated, the question of the validity of these bonds must be determined without any reference to the Folsom Road Act. The inquiry is merely whether the Board of Supervisors can issue bonds of the county to raise funds for the construction of a county road.

There is, of course, no such authority unless it is conferred by statute, and the only claim of statutory authority is based upon a clause of Subdivision 13, of Section 25, of the County Government Act of 1897 (Statutes of 1897, p. 460), as follows: "And any county may incur or refund a bonded indebtedness for any purpose for which the Board of Supervisors are herein authorized to expend the funds of the county."

It is claimed that the Board of Supervisors of Sacramento County are authorized in the County Government Act, in statutes to which it refers, to expend funds of the county in constructing county roads. This is not true in the sense of the clause above quoted.

In a county like Sacramento, in which there is an incorporated city like the city of Sacramento, wherein work and improvements upon the streets are done by virtue of laws relating to street work and improvements within such municipality, no tax can be levied for county road purposes upon any property in such city. (Statutes of 1883, p. 20.) The road fund, therefore, is a fund to which the whole county does not contribute. It is a special fund levied upon a portion of the county, to be expended exclusively for the benefit of that portion of the county upon which it is levied. But the bonds of a county—the bonds in question here—are the bonds of the whole county, and must be paid—if held valid—by means of a tax levied upon all the property of the county, including that within the city of Sacramento. The County Government Act does not countenance such a result. The Boards of Supervisors cannot borrow money on bonds of the whole county to expend upon an object for which they are only authorized to expend the funds of a part of the county.

In the case of the People vs. Counts, 89 Cal., 15, there was no suggestion that the road tax in that county (Mariposa) was not levied upon the entire county. The point upon which this decision turns was not presented, and we do not know that it could have been made. But, however that may be, we are not satisfied that, since the Board of Supervisors are prohibited from taxing the city to pay for county roads, they cannot do indirectly, by issuing bonds, what they are forbidden to do directly. And, although it clearly appears that a very large majority of the citizens of Sacramento are in favor of the issuance of the bonds, and of the construction of the road, the plaintiff, who is a taxpayer of the city, cannot be denied the relief which he asks.

The judgment is affirmed.

The Chief Justice (Beatty), deeming himself disqualified, did not participate in the decision.

KILLED AT TRUCKEE.

Stepped Directly in Front of a Switch Engine.

A man named S. Schumacher, who was a passenger on the west-bound overland train on Tuesday night, got off at Truckee, and was left behind. As he was walking around the town during the evening he got on the tracks, and stepped directly in front of a switch engine that was going slowly through the yard, being run over and instantly killed. He proved to be en route from Knobnoster, Mo., to Red Bluff. It is not known whether or not he has relatives at the latter place.

Real Estate Transfers.

The following real estate transactions have been recorded since our last report:

C. W. Clarke and Frederick Cox to John B. Foster—West 8.48 acres of lot 1, block 25; lot 1, block 15, and lot 8, block 10; north half of lot 3, block 11, Fair Oaks tract; lot 2, block 10, lot 3, block 4; lot 4, block 2, Fair Oaks Addition No. 1.

Mary B. Russell to Wm. B. Russell—East quarter of lot 2, L and M, Eighth and Ninth streets; north 30 feet of south 50 feet of lot 1, M and N, Fourth and Fifth streets; east quarter of north half of lot 1, M and N, Third and Fourth streets; east 27 feet of north 110 feet of lot 1, L and M, Ninth and Tenth streets; west half of lot 6, N and O, Tenth and Eleventh streets.

Isaac W. Roden et ux. to George T. Carr—Twelve acres in lot 6, Lower Daylor grant; $540.

J. P. Abbott to Warren Abbott—Thirty-five acres in Survey 555, Sherman Island; $300.

Mollie Himmell to Edward Himmell—East half of lot 7, I and J, Twenty-eighth and Twenty-ninth streets; east 150 feet of south half of north half of lots 3 and 4, and west 150 feet of south half of north half of lots 1 and 2, R and S, Nineteenth and Twentieth streets.

John Burns to Eugene Clark—Northeast half of lot 12, Slater's Addition; $1,000.

George Philip Hartman to Christina Hartman—East half of west half of lot 3, K and L, Fourth and Fifth streets.

Same to same—Lot 5, O and P, Twenty-second and Twenty-third streets.

C. W. Clarke and Frederick Cox to Robert Lamont—Lot 6, block 3, Fair Oaks Addition.

Same to A. E. Gates, trustees for Flora, Anna and Artie Gates — West 6.77 acres of lot 6, and west 6.77 acres of lot 8, block 14, Fair Oaks.

A. E. Gates to C. W. Clarke and Frederick Cox—Same as above.

C. W. Clarke and Frederick Cox to J. B. Foster—Lot 2, block 7, Fair Oaks Addition.

C. E. Wright to Eva A. Ashley—South half of east half of lot 5, J and K, Eighteenth and Nineteenth streets; $1,050.

Sacramento Case Settled.

The United States Circuit Court in San Francisco has dismissed the case of J. H. Batcher against the La Grange Hydraulic Gold Mining Company, the suit having been compromised. The action was for the recovery of $5,142.80 for pipe sold to the defendant by the firm of Schaw, Ingram, Batcher & Co.

Cases Continued.

The case of Walter Reeves, arrested by Officer Bailey for vagrancy, was continued in the City Justice's Court yesterday till to-day. Reeves is an ex-convict, and denied his identity until confronted by the officers with his picture. He was wearing "sneak" shoes when captured.

Fruit Shipments.

Forty-two cars of fruit were sent East yesterday—peaches 10, plums 3½, pears 23, grapes 3½. On the same date last year 57 cars went out.

BARHAM VS. MAGUIRE.

THE LATTER IN A VERY AWKWARD POSITION.

He Complains of the Passage of a Bill Which He Consented To.

(From the Santa Rosa Republican.)

In his reception speech at San Francisco the other night on his return from Washington, Congressman Maguire declared that Congressman Barham passed through the last House the bill under which the debts of the Central and Western Pacific Railroads are to be disposed of. Congressman Barham's reply, which appeared as an interview in all the San Francisco Sunday morning papers, is a very interesting document.

It will be noticed that Mr. Barham does not attempt to dodge the responsibility for what he did in this matter. He tells the story just as it appears in the "Congressional Record," and makes the subject so plain that there is no difficulty about understanding it.

Let it first be noted that the legislation under discussion is in no sense a measure for the funding of the debts of the railroads. It is a bill under which the debts are to be paid directly to the General Government, principal and accrued interest in full to date, with interest in future at 3 per cent., until the debts are extinguished. Congressman Barham, Senator Morgan and other earnest and active friends of the Nicaragua Canal project have found the controversy over these railroad debts a very serious and well nigh insurmountable obstacle in the way of securing desired canal legislation. Hence Senator Morgan tried to dispose of the railroad debt by an amendment to the general deficiency bill. As stated by Mr. Barham and shown by the "Congressional Record," objection was offered, which at that stage in the consideration of a Senate bill would defeat the amendment. Later in the day Senator White of California again offered the amendment, and on his pledge that the time of the Senate in its closing hours should not be consumed by discussion of the subject, secured the unanimous consent required for its adoption.

The bill having thus passed the Senate unanimously after being fathered in turn by these two prominent Democrats, neither of whom has ever been accused of friendliness for the railroad, went to the House. There it met with some opposition. Congressman Barham declared that the amendment itself must be amended so as to limit the time in which negotiations for the settlement of these debts should be completed and all the interests of the United States be fully protected, or he should antagonize the measure. Dispatches were received from San Francisco politicians, who have long fattened on the alleged opposition to all railroad interests, opposing any action in the premises. Maguire at once assumed leadership of the opposition and the struggle began. Barham noted the objections raised by Maguire in a long speech on the subject, and prepared an amendment covering his own objections to the bill as it then was, as well as those stated by Mr. Maguire. This amendment was submitted to Mr. Maguire and received change at his hands. It seems to have been the purpose of both men to make the amendment as strong as possible.

Under the rules of the House, at that stage of the consideration of the bill, Chairman Cannon of the Appropriation Committee, who had charge of the bill, was the only person who could offer an amendment to it and unanimous consent was required to carry an amendment offered even by him. He was forced to offer the amendment because Barham and a large number of the members of the House had declared their hostility to the measure unless the Barham amendment should be adopted. Without the Barham amendment he became convinced that the bill would certainly be defeated, and Maguire could not have been ignorant of this. In the hope of passing the bill, Cannon offered the Barham amendment, and Maguire and every member of the House consented to its adoption. As stated by Congressman Barham in his interview, Mr. Maguire could have killed the amendment and the bill by saying "I object," when the amendment was offered. Did Maguire wish the bill to pass so he might have something to criticise on reaching home, or does he not know how to legislate after spending so many years in Congress? We do not see how he can escape the charge of either incompetency or inconsistency in dealing with this question.

Congressman Barham asks nobody's pardon for what he has done in this matter. He stands with a unanimous Senate and a majority of the House in the disposition that has been made of this question. Maguire may plead the baby act if so disposed—Barham knew what he was doing and has entire confidence in the result. He found Government ownership impossible with public sentiment as it now is, and the controversy over this debt a serious menace to the canal legislation on which he has set his heart. Hence he put through Congress (Maguire says he did it) a plan of settlement (not funding) of these debts under which the Government is not to lose a cent of the debt due from the Central and Western Pacific Railroads. And this plan does not hinder or restrain the Administration an hour in dealing with these roads. Foreclosure proceedings may begin at any time, and must begin within a year unless a satisfactory plan of settlement is proposed by the railroad companies. The Washington dispatches of the past week announce that the Attorney General of the United States is arranging to bring the foreclosure suit at once if the railroad companies delay proposing satisfactory terms of settlement.

Mr. Barham's interview and the attendant facts in this railroad debt legislation make it clear that Mr. Maguire is playing the demagogue in dealing with this question. He had it absolutely in his power to have killed the bill in Congress and did not do so, and now he does not tell the truth in regard to the measure—either as to its provisions or what it is intended to accomplish. The facts are with Mr. Barham, and he will make the coming campaign a very warm one for Mr. Maguire.

Try McMorry's Blend Coffee, 35c.

ECZEMA
FOR YEARS CURED
TWO REMARKABLE CASES.

I have been an intense sufferer from Eczema for five years. I tried medicines, four doctors, one a specialist in skin diseases, with no improvement, and setting me almost frantic with dreadful itching. After using three bottles of CUTICURA RESOLVENT, and one box of CUTICURA SALVE, *I was completely cured.*
GEO. A. LOWE, 907 Market St., Phil., Pa.

I had Eczema for seven years, and my scalp was in a bad state. Three inches of my back was covered with a dry scab. The itching was so bad I thought it would drive me mad. I tried all remedies, but could not get cured. I used five bottles of CUTICURA RESOLVENT, five cakes of CUTICURA SOAP, and five boxes of CUTICURA SALVE, and *I was completely cured.*
C. LONG, 325 Wilton Ave., Toronto, Can.

SPEEDY CURE TREATMENT FOR TORTURING, DISFIGURING HUMORS, WITH LOSS OF HAIR.—Warm baths with CUTICURA SOAP, gentle anointings with CUTICURA, and mild doses of CUTICURA RESOLVENT.

Sold throughout the world. POTTER DRUG AND CHEM. CORP., Boston. How to Cure Eczema, mailed free.

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CHANCE FOR WINE LOVERS.

2-year-old table claret, per gal	$0 35
4-year-old table claret, per gal	50
6-year-old sup. zinfandel, per gal	75
2-year-old port and sherry	75
4-year-old port and sherry	1 00
6-year-old straight Ky. whisky	3 00
Blended whisky, per gal	$2 and 2 50

The Sanitary Liquor Store, 321 K Street.

Everybody surrenders to Battle Ax.

There is no greater hardship than to be deprived of your

BattleAx PLUG

and any one who has once chewed Battle Ax will give up most any thing to get it. 10c. buys a larger piece of Battle Ax than of any other kind of high grade quality.

Remember the name when you buy again.

A gentleman residing at Greenwich, Conn., tells about a visit from his cousin Sallie, whose home is in Brooklyn, and how all the folks remarked how well she was looking. One evening, confidentially, she showed some Ripans Tabules and told how she used to suffer from indigestion, but, having read about people who had been benefited by Ripans Tabules, she decided to make a trial of them herself and the effect had been "wonderful as you can see, Fred," said she. She no longer has heart-burn or distress of the stomach after eating nor suffers any more from nausea, and more than that she has gained seven pounds in weight. The man who thus heard

Ripans Tabules

recommended so highly, and by a near relative in whose judgment he had confidence, writes that he thereupon decided to try them himself, having frequently suffered from heart-burn. He asserts that now, after eating a hearty meal, he always takes a Tabule and actually keeps them on the dining-room table for use just as, it is said, people down South, in malaria districts, used to serve quinine.

Pears'

What a luxury Pears' soap is!

The cheapest soap in all the world besides.

NOTICE TO CONTRACTORS.

NOTICE IS HEREBY GIVEN THAT sealed proposals will be received at the office of the Secretary of the Board of Managers of the Mendocino State Hospital, at Ukiah, Mendocino County, State of California, on the 3d day of September, 1898, at the hour of two o'clock p. m. of said day, for performing the labor and furnishing the materials necessary to the erection of an administration building for the use and occupation of the officers, employes and patients of the Mendocino State Hospital, and that cnotracts based on such sealed proposals will at said time and place be made. That the plans, descriptions, bills and specifications of said building, and the bills of materials to be used and work to be done in the erection thereof, can be seen at the office of the Secretary of said Board of Managers in the city of Ukiah, County of Mendocino, State of California, and at the office of Cunningham Bros., architects for said building, room 1407, Claus Spreckels building, at the southerly corner of Third and Market streets, in the city and county of San Francisco, State of California, and shall be open to public inspection at all business hours between the date of this notice and the making of said contracts.

Notice is also given that separate bids will be received, and separate contracts let for the performance of each of the following parts of said erection of said building, including the furnishing of materials and labor necessary therefor, viz:

1. For the masonry work, including all brick, stone, terra cotta and concrete work, and all necessary excavations and filling.
2. For the iron work.
3. For the carpenter, plastering, electric and glazing work.
4. For the plumbing and gas fitting work.
5. For the heating work.
6. For the tinning, galvanized iron and slating work.
7. For the painting and graining work.
8. For the ventilating work.

And there shall be in all such cases as many separate contracts let therefor as there are different kinds of work, according to the foregoing classification.

Notice is also given that on the day named in this notice, the Board of Managers of the Mendocino State Hospital, shall proceed to publicly open said sealed proposals, and shall award a contract or contracts, for doing said work and furnishing said materials for the same, to the lowest bidder, giving responsible bonds, provided, however, that no proposals shall be considered unless accompanied with a bond of the proposer equal to ten per cent. of the proposal, with sufficient sureties, conditioned that if said proposal shall be accepted, the party proposing will duly enter into a proper contract, and faithfully perform his contract or contracts, in accordance with said proposal, and the said plans, specifications and descriptions, which shall be a part of such contract or contracts; and provided further that such contract or contracts shall not be binding on the State until their submission to the Attorney General of the State of California, and by him found to be in accordance with the provisions of an Act of the Legislature of the State of California, entitled "An Act to Regulate Contracts on behalf of the State, in Relation to Erection of Buildings," approved March 23, 1876, and Acts amendatory thereof, and his certificate thereon to that effect made, and provided further that if in the opinion of said Board of Managers of said Mendocino State Hospital, the acceptance of the lowest bid or bids shall not be for the best interests of the State, it may be lawful for said Board of Managers, with the written advice and consent of the Governor, State Treasurer and Secretary of State, to accept such proposal or proposals opened as in their opinion may be better for the interests of the State, or to reject all proposals, and advertise for others in the manner required by law.

Proposals must be made upon blank forms to be obtained by bidders at the office of the Secretary of said Board of Managers of said Mendocino State Hospital, or at said office of Cunningham Bros. architects.

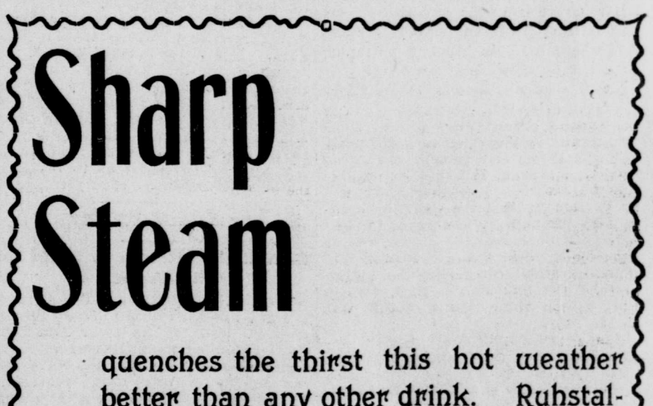
Said proposals must be inclosed in envelopes and sealed and marked, "Proposals for Erection of Administration Building of the Mendocino State Hospital," stating the part of said erection figured upon by the bidder and addressed to W. W. Cunningham, Secretary of Board of Managers, of Mendocino State Hospital, at the city of Ukiah, county of Mendocino, State of California.

By order of Board of Managers of Mendocino State Hospital.

Dated Ukiah, August 3, 1898.

W. W. CUNNINGHAM,
Secretary.

au6-5tF



Sharp Steam

quenches the thirst this hot weather better than any other drink. Ruhstaller's Steam is generally agreed to be healthful. Its gaseousness acts beneficially on most people. There is no question as to the nutritive properties of the hops and malt of which it is made.

RUHSTALLER'S
Gilt Edge Steam Beer.

SOAP

For the Laundry—FAIRBANKS' BROWN SOAP, 16-oz. bar, 5 cents.

That is 6 ounces more than the usual 5-cent bar.

KILGORE & TRACY,
CASH GROCERS,
Northeast Corner Eighth and J Sts.

SANTAL CAPSULES MIDY
Relieves Kidney & Bladder troubles at once.
Cures in 48 Hours all URINARY DISCHARGES
Each Capsule bears the name MIDY
Beware of useless counterfeits.