SACRAMENTO DAILY RECORD-UNION.

DAILY UNION SERIES—VOL. LIX.—NO. 10,066. DAILY RECORD SERIES—VOL. XXVII.—NO. 5070.

SACRAMENTO, WEDNESDAY MORNING, JULY 11, 1883.

DAILY RECORD UNION SERIES. VOLUME XVII—NUMBER 119.

WANTED, LOST AND FOUND.

Advertisements of five lines in this department are inserted for 25 cents for one time; three times for 50 cents or 75 cents per week.

WANTED—YOUNG MAN FROM 16 TO 18 years of age, to work in store. Address, Box 123. Must be an American boy, and have reference. jy10-3t*

WANTED—TWO OR THREE UNFURNISHED Rooms, centrally located, suitable for a Physician's Office. Apply to DR. DEDEREY, 818 Eighth street. jy10-3t*

WANTED—YOUR LOUNGES, SPRING AND Top Mattresses that need making over. Will do good work at low rates. Give me a call. CHARLES CAMPBELL, 409 K street. jy10-1m

WANTED—TWO STEADY YOUNG MEN TO learn the Laundry Business; ages, 17 to 21. One must write a good and rapid hand. Apply to AMERICAN LAUNDRY. [B. C.] jy10-3t

LOST—JULY 4TH, GOING FROM FRONT AND U streets to Second and N streets, lower part of a Black and Gold Enameled Earring, with three small Pearls set crossways. The finder will be liberally rewarded by leaving it at 221 N street. jy7-1w*

WANTED—ENERGETIC CANVASSERS NOT afraid of work and hot weather, to canvass this city. Salary, $10 per week. Address A. J., this office. jy4-6t*

OUR NEW HOUSEHOLD MANUAL—SOME agents sell to every family. Sent $1 50 for outfit. Address, WM. GARRETSON & CO., 629 Washington street, San Francisco, Cal. jy4-1w

WANTED—A FIRST-CLASS BARBER AT 509 K street. [jy3-tf] JAS. MURPHY.

WANTED.

THREE CARPENTERS, $3 PER DAY; 15 MEN to thresh, wages $2 to $1 per day; also 9 men to head, $2 per day; a blacksmith's helper; 3 men to cook for threshers, $2 per day; 8 milkers, $35; also, 8 waiters, $35 to $40; men to team, $35: a cheesemaker, $40; stable hands, $35 to $40. Female: 20 women for housework for the city and country, $12 to $25 per month; also, girls for various other work. Apply to HOUSTON & CO., Employment Office, Fourth and K, Sacramento. jel3-1ptf

WRITE For Canvassing Outfit Free. $10 to $20 per day at home or traveling. Address, FAMILY JOURNAL PUBLISHING Co., 532 Clay street, SAN FRANCISCO, Cal. TO-DAY

TO LET OR FOR SALE.

Advertisements of five lines in this department are inserted for 25 cents for one time; three times for 50 cents or 75 cents per week

FOR SALE AT A BARGAIN.—60 ACRES Foot-hill land, good House and Barn, Fine Orchard, three quarters of a mile from the Railroad Depot. See T. L. ACCOCK, 904 Seventh street. jy10-tf

PATENT RIGHT FOR SALE.—STATE AND County Rights for Howe's Patent Self-supporting Movable Fence. Will trade for other property—owner being a woman not able to do the business. Terms, inquire of CARL STROBEL, 521 J street. jy10-8t*w3t*

TO LET—TWO PLEASANT FURNISHED rooms, suitable for man and wife to go house keeping. Apply at 1416 Seventh street, between N and O. jy7-1w*

TO LEASE FOR A TERM OF YEARS.—THE City Hotel, containing 100 Rooms and Barroom, K street, between Third and Fourth—the saloon furnished. The furniture of the hotel will be sold as a whole or by valuation. Apply to P. CONLAN, on the premises. je26-tf

A FARM FOR SALE.

A FINE SUMMER RESORT,

CONTAINING NINE HUNDRED and sixty acres, six hundred valley and three hundred and sixty timber lands, comprising the beautiful and picturesque valley known as "Bear Valley," at the headwaters of Bear river, some 5,000 feet above the level of the sea; eighty-five miles east of Sacramento, on C. P. R. R., and about one mile northwest from Emigrant Gap; approachable from Emigrant Gap and Alta. For salubrity of climate, pure water, richness of soil and magnificent scenery it has not a superior in California. The cereals and grasses, such as Kentucky blue grass, timothy, red-top and clover, do admirably well. Bear river, a beautiful stream, courses through its entire length every day in the year, abounding in trout, the whole valley susceptible of irrigation if needs be, and one of the finest summer resorts in the State, with an imposing dwelling, complete in all its appointments, together with all necessary outhouses.

Terms, $16,000, half cash, remainder one and two years, with interest. Apply to James Davies, on the farm, or J. B. Chinn, Emigrant Gap, Placer county, Cal. jy6-1p2m*

LATEST SENSATION!

THE WELL-SELECTED MILLINERY STOCK of TICE & CLEMENTS, including the fixtures, is offered for sale below cost. Ladies, call and see for yourselves. This sale is genuine. Object, retiring from business. jy4-1plm

MONEY TO LOAN

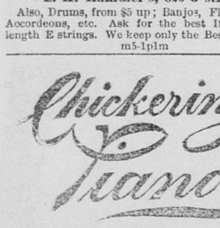
ON REAL ESTATE, AT A LOW RATE OF INTEREST, by PETER DOHL, 525 J street. je16-tf

MARTIN GUITARS!

A FINE ASSORTMENT OF MARTIN GUITARS, all sizes, can be found at

L. K. Hammer's, 820 J street.

Also, Drums, from $5 up; Banjos, Flutes, Fifes, Accordeons, etc. Ask for the best Italian four-length E strings. We keep only the Best Strings. m5-1plm



WILCOX & WHITE ORGANS

—AT WAREROOMS OF—

L. K. Hammer,

No. 820 J street, Sacramento.

Sold on the installment plan. Orders for TUNING promptly attended to. je20-1plm

G. GRIFFITHS,

PENRYN

GRANITEWORKS

PENRYN, CAL.

THE BEST VARIETY AND Largest Quarries on the Pacific Coast. Polished Granite Monuments, Tombstones and Tablets made to order. Granite Building Stone Cut, Dressed and Polished to order. oll-1p6m

REDEMPTION OF BONDS.

NOTICE IS HEREBY GIVEN THAT, IN ACcordance with the terms of the Bonds issued by the Pacific Rolling Mill Company, the Directors of said Company have determined by lot the numbers to be redeemed at its office, No. 202 Market street, in the city of San Francisco, on the 15th day of JULY, A. D. 1883, with the following result:

38	108	182	319	413
56	133	202	321	432
90	152	210	335	454
94	160	247	336	465
105	163	300	356	476

Which Bonds will be paid in United States Gold Coin on said 15th day of July, A. D. 1883, upon surrender of same with coupons attached, and interest thereon will cease from and after that date.

San Francisco, June 13, 1883.

C. M. KENNEY, Secretary Pacific Rolling Mill Company. Office, No. 202 Market street, San Francisco. je14-tjy15

CAUTION.

ALL PERSONS NOT IMMEDIATELY CONnected with the construction of the Agricultural Exposition Building, are positively forbidden to come under or near the building during the construction of said building; and parents are especially requested to prevent their children from coming near the building. [jy2-tf] R. McKELLICAN.

S. A. WOLFE,

PHOTOGRAPHER,

AGAIN AT HIS BUSINESS, WITH EVERY thing new, and no advance in prices. J street, corner Fifth, Sacramento. je23-1m

J. F. PARMETER,

CARRIAGE PAINTER. ALL WORK DONE with Neatness and Dispatch, at the Lowest Prices. No. 922 Eleventh street, between I and J. Fine Carriage Painting a specialty. Please call and see me. Sacramento, Cal. jy10-1p tf

FRUITS, SEEDS AND PRODUCE.

A. MOOSER. S. GERSON.

S. GERSON & CO.,

GENERAL COMMISSION MERCHANTS, AND Dealers in

Imported and Domestic Fruits, Vegetables, Nuts, Etc.,

NO. 220 J STREET,

Between Second and Third, Sacramento. jy2-1m

Something New---Atlantic Market,

NO. 725 J STREET—C. L. CHRISTIANSON (late of Pacific Market) has opened the above place, where he will constantly keep on hand all kinds of Fruits, Vegetables, Poultry, Fish, Butter, Eggs, etc. He has made arrangements to receive these articles fresh every day. je26-tf

WM. M. LYON. W. A. CURTIS.

LYON & CURTIS

(Successors to WM. M. LYON),

COMMISSION MERCHANTS AND DEALERS IN Produce, Vegetables and Fruits.

We carry a full stock of Potatoes, Beans, Butter, Eggs, Cheese, Poultry, Nuts, Honey, Alfalfa Seed, etc., and fill orders at lowest rates.

Nos. 117, 119 and 123 J street. je22-1ptf

FRUIT DEALERS,

ATTENTION!

HAVING REMOVED TO MORE COMMODIOUS premises, we have enlarged our stock. We offer you choice Apples, free from worms, Lemons, Limes, Oranges, Dried Fruits, Nuts, Dates, Canned Goods, etc., at very low prices.

M. T. BREWER & CO., 1006 to 1010 Second street, between J and K, Sacramento. je22-tf

H. G. MAY & CO.,

PROPRIETORS OF FULTON MARKET, 428 and 430 K st., corner Fifth, Sacramento, Cal. Wholesale dealers in Butter, Eggs, Produce, Fruit, Fish, Game, Tropical Fruits, and Poultry. Country orders promptly filled. Postoffice Box 437. je20-tf

EUGENE J. GREGORY. C. C. BARNES. FRANK GREGORY.

GREGORY, BARNES & CO.

Successors to Gregory & Co.),

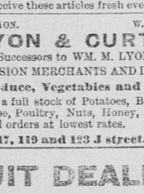
Nos. 126 and 128 J Street,

WHOLESALE DEALERS IN PRODUCE AND Fruit. Full stocks of Potatoes, Vegetables, Green and Dried Fruits, Beans, Alfalfa, Butter, Eggs, Cheese, Poultry, etc., always on hand. Orders filled at lowest rates. je12-tf

D. DEBERNARDI & CO.,

308 and 310 K Street,

SACRAMENTO,



Commission Merchants and Dealers in Butter, Eggs, Poultry, Fish and General Produce. All orders, large or small, will receive prompt attention. je11-1m

W. R. STRONG. P. R. PLATT. ROFT. WILLIAMSON

W. R. STRONG & CO.,

—Wholesale Dealers in—

GREEN AND DRIED FRUIT and GENERAL PRODUCE,

J and FRONT STREETS.....SACRAMENTO, CAL. a7-tf

LAGER BIER, SALOONS, ETC.

ANHEUSER ST. LOUIS BEER,

ON DRAUGHT, AT

GRUHLER'S SALOON,

No. 522 J street,.....[je30-1plm].....Sacramento.

THE JUMBO,

1022 FIFTH STREET, BETWEEN J AND K—Finest Five Cent Beer Saloon in the city. Best brands of Wines, Liquors and Cigars. A handsome Billiard and Pool Parlor attached. Also Club Rooms. Free Lunch every day. Call and see me. je28-1m L. ALEXANDER, Proprietor.

Fredericksburg Beer Hall,

NO. 525 K STREET, NORTH SIDE, BETWEEN Fifth and Sixth, FRED. WAGER, Proprietor. The Genuine Fredericksburg Beer, nice and cool, at five cents. Fine Lunch every day. je9-

COLUMBUS BREWERY,

SOUTHWEST CORNER SIXTEENTH and K streets, CHRIST. WAHL, Proprietor. A good supply of excellent Beer always on hand, and sold at current rates. City and country orders solicited and promptly attended to, with a liberal discount. Beer delivered to any part of the city or at depot free of charge. je25-1plm

SACRAMENTO BREWERY,

P. SCHELD, Proprietor.

Beer delivered to all parts of town free of charge.

5-Gallon Kegs, for Family Use, a Specialty. Country orders promptly filled, and delivered at wharf and depot, without drayage. P. O. Box 417.

COR. TWENTY-EIGHTH AND M STS., SACRAMENTO je14-tf

CAPITAL BREWERY,

NORTHEAST CORNER TWELFTH AND I STREETS,

KERTH & NICOLAUS, Proprietors.

A GOOD QUALITY OF BEER ALways on hand and sold at current rates. Country orders and trade solicited and promptly attended to, with a liberal discount. Beer delivered to any part of city or depot free of charge. Families supplied.

Address Postoffice Box 205. m29-1plm

JOHN T. STOLL,

No. 610 K street, Sacramento, Cal.

Manufacturer of Mexican and California Saddles.

Large variety of Side Saddles, including Stoll's Improved.

Collars of every kind.

Stoll's Patent Collar is the best in the world.

Harness of every kind.

Importer of a Select Stock of Saddlery Hardware.

Robes and Blankets.

Summer Laps (large variety)

Buggy Whips (all kinds).

Saddle Cloths.

Patent Leather of every kind.

And a complete stock of everything in this business.

Goods and Prices are guaranteed.

Price List Furnished.

P. O. Box 54. je1-1plm

COAL OIL STOVES.

ALL SIZES FOR COOKING OR PARLOR USE. Send for Circular and Prices. WEBSTER & CO., 17 New Montgomery street, San Francisco. je27-4ptf

HOTELS AND RESTAURANTS

INTERNATIONAL HOTEL,

NOS. 320, 322, 324, 326 K STREET, BETWEEN Third and Fourth, Sacramento.

GIVE ME A CALL—THIS OLD AND WELLknown house has just been thoroughly renovated throughout. MEALS, 25 cents. BOARD per week, $4. BOARD AND LODGING per week, $5 to $10. A fine Bar. Best of Liquors and Cigars.

W. W. WADE, Proprietor

Having been a farmer in Sacramento county for over twenty years, I would like to have farmers give me a call. Hotel is but two blocks from the depot. Street cars pass every five minutes. jy3-1ptf

UNION HOTEL.

SECOND AND K STREETS, SACRAMENTO, Cal. Rooms 50 cents and $1 per day. Special rates by the month. Billiards, choice liquors and cigars. Hot lunch daily from 11 A. M. to 2 P. M.

jy1-4p1m W. C. ("JOE") BOWERS, Proprietor.

HOWARD HOT AND COLD MINERAL SPRINGS,

Lake County - - - California.

ALL DISEASES RELIEVED and cured by drinking and bathing in the waters of these celebrated Springs. Female diseases, fever and ague, and all complaints arising from a diseased condition of the liver, a specialty.

Hotel accommodations are first-class in every particular. Board, Room and Bath, $10 to $12 per week. Children under 10 years, $5; over 10 years, $7. Route: Take morning train from San Francisco or Sacramento for Calistoga. From there W. F. Fisher's Stages will convey passengers to Lower Lake on Monday, Wednesday and Friday, and to Glenbrook on Tuesday, Thursday and Saturday of each week, at which points connections are made by the Howard Springs stage.

For further particulars address

MRS. CAROLINE HEISCH, Proprietress of Howard Springs, Lower Lake, Lake county, California. je20-tf

PUTNAM HOUSE,

AUBURN, CAL., WILL BE reopened June 19th. This popular and well-known house will be kept in first-class style. The salubrious and healthful climate makes it a general and favorite resort. Terms reasonable. Only best quality of Liquors, Wines and Cigars. Billiards free to guests. Free Omnibus. je16-1plm [B. C.] A. J. DRYNAN, Manager.

McKINNEY'S HOUSE,

LAKE TAHOE, SUGAR PINE Point—By far the best family resort on Lake Tahoe. Commodious cottages for tourists. Board and lodging, $2 per day; $12 by the week; $50 by the month. Reduced rates for children. Boats furnished guests free of charge. je9-2m

ALLEN SPRINGS,

Lake County - - - California.

THIS BEAUTIFUL AND POPular Resort is now open for the Summer.

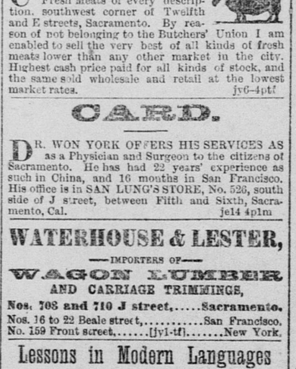
The waters of these Springs (five in number) are noted for their wonderful medicinal properties. Invalids and pleasure-seekers will find this a delightful place to spend the hot summer months. Good hunting and fine trout fishing.

RATES—$2 per day. Board from $10 to $12 per week.

Special arrangements made for families. Neat Cabins for campers from $2 to $5 per week.

Stages connect daily at Williams, Colusa county, with the Springs, arriving the same day. The trip is very pleasant. Postal, Telegraphic and Express facilities. Address

JAS. D. BAILEY, je4-tf Allen's Springs, Lake county, Cal.



GOLDEN EAGLE HOTEL,

Corner Seventh and K Streets.

STRICTLY FIRST-CLASS! FREE BUS TO AND FROM THE CARS.

m30-1y JAMES McNASSER, Proprietor.

DENTISTRY.

W. WOOD.

DENTIST, QUINN'S BUILDING, northeast corner Fourth and J streets. Artificial Teeth inserted on all bases. Improved Liquid Nitrous Oxide Gas for painless extraction of teeth. je25-tf

DRS. BREWER & SOUTHWORTH,

DENTISTS, SOUTHWEST CORNER of Seventh and J streets, in Bryte's new building, upstairs. Teeth extracted, without pain, by the use of improved Liquid Nitrous Oxide Gas. je16-4p1m

REMOVED.

DR. F. M. SHIELDS, DENTIST, to No. 525 J street, between Fifth and Sixth, where he will be pleased to see his friends. je16-tf

G. H. PIERSON,

DENTIST, 415 J STREET, BETWEEN Fourth and Fifth, Sacramento. Artificial Teeth inserted on Gold, Vulcanite and all bases. Nitrous Oxide or Laughing Gas administered for painless extraction of teeth. je14-1m

DR. T. B. REID,

DENTIST, NO. 605 J STREET, Sacramento, California. m29-tf

STAR MILLS AND MALT HOUSE

NEUBOURG & LAGES,

NOS. 50, 52 AND 54 FIFTH ST., SACRAMENTO, dealers in Produce and Brewers' Supplies, Manufacturers of Malt and all kinds of Meals; Oatmeal, Cornmeal, Cracked Wheat, Graham Flour, Buckwheat Flour, etc. New Grain Bags for sale. Agents for Buckeye Flour Mills, Marysville. je17-1p

METROPOLITAN MARKET.

CONRAD SCHEPP, DEALER IN Fresh Meats of every description, southwest corner of Twelfth and E streets, Sacramento. By reason of not belonging to the Butchers' Union I am enabled to sell the very best of all kinds of fresh meats lower than any other market in the city. Highest cash price paid for all kinds of stock, and the same sold wholesale and retail at the lowest market rates. jy6-4ptf

CARD.

DR. WON YORK OFFERS HIS SERVICES AS as a Physician and Surgeon to the citizens of Sacramento. He has had 22 years' experience as such in China, and 16 months in San Francisco. His office is in SAN LUNG'S STORE, No. 526, south side of J street, between Fifth and Sixth, Sacramento, Cal. je14 4plm

WATERHOUSE & LESTER,

—IMPORTERS OF—

WAGON LUMBER AND CARRIAGE TRIMMINGS,

Nos. 708 and 710 J street,.....Sacramento.

Nos. 16 to 22 Beale street,.....San Francisco.

No. 159 Front street,.....[jy1-tf].....New York.

Lessons in Modern Languages

GIVEN BY THE UNDERSIGNED AT HIS residence, No. 1115 Eighth street. German, French, and Spanish. Conversational lessons alone, if desired [a21-tf] E. KEMEN.

FORTUNE TELLING.

READING OF THE PAST, PRESENT and future. MRS. I. C. ANDREWS, the well-known Fortune-Teller and Clairvoyant, Seventh street, between G and H, next door to A. M. E. Church, with diagnoses on all diseases. Information given on business, love, courtship and marriage. je6-1m

EBNER BROS.,

IMPORTERS AND WHOLESALE DEALERS IN WINES AND LIQUORS,

Nos. 116 and 118 K street, bet. Front and Second, Sacramento.

Agents for the Celebrated

Pommery & Greno Champagne

je25-1plm

MISCELLANEOUS.

NO REST DAY OR NIGHT.

In the Fall of 1875 my sufferings were terrible. I was swollen to such proportions that I feared my limbs would burst. I had the best medical talent obtainable, and at the worst stage of my illness, when my husband and many friends had given me up to die, the late Dr. John Woodbury made a thorough examination of my water, and pronounced my case acute kidney disease, bordering on Bright's disease, and accompanied by gravel, and recommended the immediate use of Hunt's Remedy. At this time I was suffering most terrible pain in my back, limbs and head, and could find no rest day or night for weeks, and I was growing weaker daily until this kind physician ordered me to take Hunt's Remedy. Before taking half of one bottle I commenced to improve, and after taking six bottles was entirely cured. This was nearly eight years ago, and I have had no return of the disease. I have recommended Hunt's Remedy to others in similar cases, and it has never failed to cure. I have also used it for sick headache, and found it a sure relief. I think it the best medicine made, and cheerfully recommend it to all. MRS. W. H. STILSON.

No. 16 Tyler street, Boston, Mass.

April 13, 1883.

A WELL-KNOWN MAN.

Hunt's Remedy having been recommended to me for kidney and liver complaints, I purchased some at the "People's Drug Store," and used it in my family, and found it to be a very valuable medicine, and I gladly recommend it highly to my friends, knowing it to be beneficial to those troubled with kidney or liver disease.

Respectfully yours, ELISHA NOYSE,

April 14, 1883. 63 G street South, Boston, Mass.

A LAST MANUFACTURER.

I have used Hunt's Remedy for the kidney complaint, and, having been fully restored to health by its use, I can testify to its value.

Daily I recommend it to some one of my friends, all of whom I know have been benefited by its use.

Gratefully, GEO. P. COX.

Malden, Mass., April 23, 1883. n6-1y-MWF&wly

Oh, My Back!

That's a common expression and has a world of meaning. How much suffering is summed up in it.

The singular thing about it is, that pain in the back is occasioned by so many things. May be caused by kidney disease, liver complaint, consumption, cold, rheumatism, dyspepsia, overwork, nervous debility, &c.

Whatever the cause, don't neglect it. Something is wrong and needs prompt attention. No medicine has yet been discovered that will so quickly and surely cure such diseases as BROWN'S IRON BITTERS, and it does this by commencing at the foundation, and making the blood pure and rich.

Wm. P. Marshall, of Logansport, Indiana, writes: "My wife has for many years been troubled from pain in her back and general debility incident to her sex. She has taken one bottle of Brown's Iron Bitters, and I can truthfully say that she has been so much benefited that she pronounces it the only remedy of many medicines she has tried."

Leading physicians and clergymen use and recommend BROWN'S IRON BITTERS. It has cured others suffering as you are and it will cure you.

MASON & POLLARD'S ANTI-MALARIA

OR

FEVER & AGUE PILLS.

RADICAL AND PERMANENT CURE

MALARIA, FEVER AND AGUE

AND ALL BILIOUS DISEASES.

MILD, HARMLESS AND SURE.

GELATINE COATED. AGREEABLE TO TAKE.

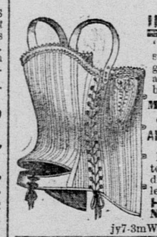
SOLD BY DRUGGISTS. DEPOT: 72 JOHN ST., N. Y.

REDINGTON & CO., San Francisco, Agents.

fe16-1yMWF

SWAYNE'S PILLS

Important to the Sick! Symptoms indicate disease, a continuance, days of suffering—perchance Death. Symptoms are impure blood, costiveness, irregular appetite, headache, sour belching, sorness in back, breast and side, heart pains, giddiness, bad color to stools and urine, hot and cold sensations, yellow skin. "SWAYNE'S PILLS" cure by gently removing all corrupt matter, regulating and nourishing the system. Price, 25 cents (in stamps), box of 30 pills; 5 boxes, $1, at druggists or by mail. Address DR. SWAYNE & SON, Philadelphia, Pa. je1-1yMWF&wly



IF YOU WANT

"The most popular and satisfactory Corset as regards Health, Comfort and Elegance of Form," be SURE and get

MME. FOY'S Improved CORSET AND SKIRT SUPPORTER.

It is particularly adapted to the present style of dress. For sale by all leading dealers. FOY, HARMON & CO., New Haven, Conn.

jy7-3mWS&w3m

A HEILBRON & BRO.,

WHOLESALE AND RETAIL BUTCHERS. Having purchased the City Market, on J street, between Front and Second, from P. Herzog, we shall endeavor to keep the same supplied with the BEST of MEATS. We offer special inducements to the trade, and being connected with the slaughter-house by telephone, we are prepared to take orders from 8 A. M. to 5 P. M. Special attention given to orders from the country. Live Stock bought at the Highest Market Prices. jy10-1m

Board of Equalization.

NOTICE IS HEREBY GIVEN THAT THE Board of Supervisors of the county of Sacramento will meet as required by law, on the FIRST MONDAY of JULY, 1883, to examine the Assessment Book and equalize the assessment of property in the county, and will continue in session, from time to time, until the business of equalization is disposed of, but not later than the FOURTH MONDAY in JULY. CHAS. M. COGLAN, Clerk

jy5-tf]

THE FREIGHT QUESTION.

A CONCLUSIVE DEFENSE AGAINST REDUCTION.

Pungent and Unanswerable Statement of Facts by J. C. Stubbs, Freight Traffic Manager, which Should be Read.

The following highly interesting and important letter by J. C. Stubbs, Freight Traffic Manager of the Central and Southern Pacific Railroads, has been filed with the Board of Railroad Commissioners, and is made public:

JULY 6, 1883.

To the Honorable, the Board of Railroad Commissioners, State of California—Sirs: In response to your order of the 29th of June, the Central Pacific Railroad Company, by its Freight Traffic Manager and General Freight Agent, appeared before your honorable Board on the 27th ultimo to protest against the action contemplated by your Commission in the matter of reducing the freight rates of this company.

It now begs to submit, in writing, the reasons given at said interview, with additional arguments against said action.

It respectfully urges upon your Commission that the spirit and purpose of the organization of a State Board of Railroad Commissioners was to remove the question of regulation of freights and fares from the stump of political campaigns—taking it out of politics—from being forced upon the overburdened Legislature, whose time, knowledge and experience did not qualify it to deal with the subject, and refer it to the thoughtful consideration of a Board which should study the question with disinterested motives, and act upon exact knowledge or from data gathered from the many sources of information which the vast railroad system of this State and the experience of kindred bodies in other States and countries make available to thorough inquiry and research.

JUDICIAL FAIRNESS INVOKED.

It submits that the individual members of your Commission are bound by their oaths to deal with this subject with judicial fairness; that they should have equal regard to both sides of the controversy, acting with caution and from an intelligent consideration of all the facts and interests involved. It submits that such a thing as a candidate for a place on your honorable Board being pledged in advance of election to a reduction of freights and fares before he could have had information, knowledge or experience to qualify him to speak to the question at all, was never contemplated by the framers of the Constitution, much less by the people whose votes adopted that instrument.

It asserts that the agitation of the question by a portion of the press is for political effect, to serve the personal ends of men scheming for place, and it finds its only support in an exceedingly public opinion, manufactured by persistent misstatement and gross misrepresentation—misrepresentation which your honorable body can, and in the judgment of the company should, correct, if not for the protection of the vast transportation interests committed to its charge by the Constitution, for the protection of the people from demagogry, than which nothing can be more demoralizing to enlightened citizenship or dangerous to free institutions.

A CASE IN POINT.

For example, see the following clipping from a morning paper:

"Concerning the question of railroad discrimination, a correspondent at Santa Ana, Los Angeles county, furnishes the *Examiner* an item of news to which we call the attention of the Railroad Commissioners:

"'To the Editor of the *Examiner*—Sir: This town is distant from Los Angeles 33½ miles. The railroad company charges for a *carload of hay* from here to Los Angeles $7; from *Los Angeles* to this place for a carload of hay $20. Can you explain the justice and reason for this *discrimination?* Can our Railroad Commissioners furnish a reasonable solution of the question?

"Santa Ana, July 2d.'"

The charge for a carload of hay between Santa Ana and Los Angeles is $15 in either direction. The only foundation for the misstatement is found in the fact that the difference between the rates from Los Angeles and Santa Ana respectively to Arizona points is $7 per carload.

Denial by the carrier of such misstatements will have little effect on public opinion. Inquiry and correction, according to the facts, by your Commission, would soon end malevolent charges of this character with a beneficient effect upon society.

The company does not presume to gauge the influence which public agitation has had in determining the proposed action of your honorable Board. It would, however, respectfully urge that the demand of a few, or all in a community, is not a sufficient ground for the Commission's action. It should first determine whether such demand is right.

IT HAS NO MORAL OR LEGAL PREROGATIVE To experiment. Tentative movements of this character are opposed to public and private rights, a perversion of the powers which have been delegated to your honorable Board in the name of the people. Hasty, ill-advised action, the behest of so-called party managers, is inconsistent with the dignity of the Board whose origin is found in public ignorance of the transportation question and a professed unwillingness upon the part of the public servants to not without due inquiry, test injustice might result to the people or to the carrier.

The question arising here is whether the members of this Commission, taking office but six months ago, have so informed themselves upon the subject as to say under their oaths of office that the rates of fares now charged and collected by this company are unreasonable or unjust.

The company protests that the charges for its services are fair and reasonable, judged by any proper standard; that an enlightened public policy does not justify interference with its tariffs; that the growth of the State, the advancement of its material interests, the present condition of its industries as compared with other communities, nearer the great markets of the world, all testify against the malicious assertions of those who charge upon the company a grasping, grinding policy, necessitating governmental regulation and control.

THE AVERAGE CHARGE FOR FREIGHT.

The average charge for freight which was both taken up and laid down within the State of California during the year 1882 was at a rate of but two and nine-tenths (2.9) cents per ton per mile, notwithstanding the legal maximum of fifteen cents per ton per mile. The average length of haul was only 105 miles. This average rate includes all the short hauls, the mountain service on the Sierra Nevadas, the Tehachepi and Coast Range, and the service across the Mojave and Colorado deserts. It excludes all material for company's use, which, if included at a rate equal to the estimated cost of service, as is the custom with most railroad companies in exhibits of this character, would materially reduce the average. This point should not be overlooked in comparison with exhibits of other railroads. It excludes all freight interchanged with other States and Territories on the Pacific coast, and also all through freights interchanged with the States east of the Rocky mountains.

The result of the policy pursued by a railroad company in its effect upon the communities it serves, or even upon its own revenues,

CAN ONLY BE EXHIBITED BY YEARLY AVERAGES,

And often a more extended period is necessary to a proper test. This, doubtless, is true in the case of the Central Pacific Railroad and dependencies to a greater degree than with other railroads in this country. No other system of roads in one State presents such varied physical characteristics as does the Central Pacific in California. Such a combination of valley, mountain and desert road can nowhere else be found. This necessitates a complicated classification of service and charges with respect to the character of the road, which, together with the classification of freight with respect to its bulk, value and influence upon the general prosperity of the community, as a whole, makes uniformity of charges impossible and the average rate the most approximate index to the correctness of the tariff.

The company, therefore, submits the fact that its average charge for the transportation of freights wholly within the State of California, during 1882, being but two and nine tenths (2.9) cents per ton per mile—less than one fifth of the maximum allowed by law—is indubitable evidence that the charges are reasonable and should not in any particular be disturbed.

THE TENDENCY OF RATES DOWNWARD,

It submits further as evidence that the tendency of freights is downward, calling for no interference by the State, the statement that the average charge for freight service wholly within the State of California has been, during the past five (5) years, as follows:

During 1878, 3.7 cents per ton per mile.
During 1879, 3.6 cents per ton per mile.
During 1880, 3.5 cents per ton per mile.
During 1881, 3.1 cents per ton per mile.
During 1882, 2.9 cents per ton per mile.

The company further protests against the proposed action as unjustly discriminative. It is general y understood to be directed wholly against the Central Pacific Railroad and leased lines. Short, independent lines, operated, as alleged by their managers, without profit, are to be exempted from this contemplated action of the Commission. It might be made to appear that such action was designed to reward bad judgment and incapacity on the part of the projectors and managers of non-paying railroads, but to punish sagacity and good management, to which, ordinarily, the success of a paying enterprise is largely owing. California needs many more branch lines, yet, by such action the State, through its Railroad Commissioners, says to the would-be investors: "If you build these roads and the investment proves good, we shall arbitrarily reduce your charges, so as to equalize the income and outgo."

A POINTED QUESTION.

If the North Pacific Coast Railroad Company, the California Southern Railroad Company and others are to be favored by no interference upon the part of your honorable Commission, on the ground of the smallness and the unremunerative nature of their traffic, upon what considerations of justice can a different policy be pursued toward the several integral parts of the Central Pacific system, which could not be operated independently, and preserve the same facilities and service to the public, which, by themselves considered, do not yield a reasonable revenue? These parts of the Central Pacific system are distinct corporations, having distinct and separate obligations, and it is respectfully submitted that they are entitled to distinct and separate considerations, apart from their connection with the Central Pacific; that upon the grounds upon which it is proposed to exclude roads which are independent of the Central Pacific from the reductions contemplated by the Commission, those small roads leased to the Central Pacific are entitled to claim the right to charge such rates as will yield a fair profit upon the investment.

SPECIFIC OBJECTIONS TO REDUCTION.

For specific objections to the reductions proposed, the company respectfully urges against that for moving grain from interior points to tide water:

First—There is no general or well-founded complaint against the rates charged for this service.

Second—A reduction ranging from seven (7) per cent. on the low rates for the short hauls from Bay points, to thirty-three and one-third (33⅓) per cent. on the rates from the upper Sacramento Valley, and from twenty-seven (27) to thirty (30) per cent. on the rates from the upper San Joaquin Valley, was made at the instances of your predecessors, taking effect on, and continuing in force since, the 1st day of June, 1881. A further reduction could not but be regarded by fair-minded men as unreasonable and unjust, savoring of a desire to cripple the railroad company rather than to enforce equal and just tariffs.

Third—The grain rates, as modified in the manner above explained, are not burdensome to the producer. They rather contribute largely toward making the production of grain in California more profitable to him than it is in any of the great grain fields west of the Mississippi river and east of the Rocky Mountains. In support of this, your Commission is respectfully referred to the exhibits filed with it on the 27th ultimo, one of which compares the grain rates of this company to Port Costa—now the principal grain depot for export—from all points, beginning with Martinez (distant 34 10 miles) and running south to Santa Ana (distant 483 miles), with rates for like distances charged by the Texas & Pacific Railway to New Orleans, the Missouri Pacific Railway to St. Louis, the Chicago, Milwaukee & St. Paul Railway to Milwaukee, and the Chicago & Northwestern Railway to Chicago.

THE AVERAGE PER TON PER MILE.

The average per ton per mile of the rates charged, based upon equality of tonnage for all points, is as follows:

	Cents.
Central Pacific	1.66
Texas and Pacific	2.50
Missouri Pacific	2.37
St. Louis and San Francisco	2.44
Chicago, Milwaukee and St. Paul	2.08
Chicago and Northwestern	1.80

The lowest average of the Eastern roads named is that of the Chicago and Northwestern Railway, one of the leading railroads of the great Northwest, whose mileage is about equal to that of the Central Pacific system, and whose gross tonnage per mile operated during the year 1882 was 2,520 tons (according to "Poor's Manual"), against 1,018¾ tons, per mile operated, carried by the Central Pacific system; yet the average charge for grain by the Chicago and Northwestern Railway is 1.8 cents per ton per mile, against 1.66 cents per ton per mile, the average of the Central Pacific.

OTHER COMPARISONS.

Another compares the grain rates of the Central Pacific to Port Costa from all points beginning at Goodyears (0.77 miles distant) and running via the California Pacific and Northern roads to Tehama, in the upper Sacramento valley (distant 155 miles), with rates charged for like distances to Milwaukee by the Chicago, Milwaukee and St. Paul Railway, another of the great railroads of the Northwest. On basis of equality of tonnage from all points, the average charge in cents per ton per mile, of the Central Pacific compares with that of the Chicago, Milwaukee and St. Paul as 2.51 is to 3.42, the Eastern road charging an average of 36 per cent. more than the Central Pacific.

Another exhibit shows the average grain rate of the Central Pacific to Port Costa, from stations between Goodyear's and Willows, to compare with the average of the Chicago and Northwestern Railway for like distances in Illinois, to Chicago, as 2.73 is to 3.03 cents per ton per mile, the Eastern charge being higher by 9.89 per cent. than that of the California road.

THE STANDARDS OF EASTERN ROADS.

The other exhibits filed at the same time, and which compare rates from the Sacramento valley, speak for themselves. They make a no less favorable showing for the Central Pacific, and if charges by Eastern roads are just standards by which to regulate the charge in California, they show conclusively that further voluntary reductions in the grain rates of this company would outrage justice.

This company, however, does not admit, nor will your honorable Board be likely to regard the rates charged by Eastern railroads as fair criterions by which to judge the charges of the Central Pacific. The managers of Eastern roads themselves acknowledge the greater cost of service here, and in through business in which they are joined with the Central Pacific, allow the latter a greater rate per mile than their own companies receive. The cost of labor, fuel, and all supplies which are used in operating a road, is greater here than at the East. The physical characteristics of the road are more varied and difficult; the traffic is very much lighter; every element of cost or economy is against the California and in favor of the Eastern road.

It requires no expert knowledge to discover this. It ought not to require a protest from this company to secure proper consideration of the fact by the public and your honorable Board. In the matter of handling grain, the Central Pacific's service is greater and more expensive than that of Eastern roads. The rates of the Central Pacific include un