COMMERCIAL.

Sacramento Produce Market—Wholesale.

(Corrected daily for the RECORD-UNION.)

SACRAMENTO, December 26th.

FRUIT—Lemons, Sicily, $7½@8 ₱ case; Oranges, California, $2 25@2 50 ₱ box; new crop, $4@5; Mexican Oranges, $2 50@3 ₱ 100; Limes, $1 25@1 50; Bananas, $5 50@4 ₱ bunch; Pineapples, $6@7 ₱ dozen; Cocoanuts, $7@8 ₱ 100; Apples, $1 60@2 ₱ box; Pears, $1 25@2 ₱ box; Cranberries, $16 50@17 50 ₱ bbl.

PIE FRUITS—Assorted, 2½-lb cans, ₱ doz, $1 75; assorted, gallon cans, $5; Peaches, 2½-lb cans, $3; Portland Blueberries, 2-lb cans, $2; Whortleberries, $1 75; Capital Asparagus, $2 50 ₱ dozen cans.

DRIED FRUITS—Apples, sliced, 9@10c ₱ lb; do quartered, 8@9c; pears, peeled, 7@8c; do, unpeeled, 4@5c; Plums, pitted, 15@16c; Peaches, 11@12½c; do, peeled, 19@20c; Prunes, German and French, 13@15c; Blackberries, 16@17c; Figs, California, 7@8c ₱ lb.

TABLE FRUITS—Assorted, 2½-lb cans, ₱ doz, $2 10; Peaches, $2 60; Bartlett Pears, $2 50; Plums, $2 65; Blackberries, $2 90@3; Gooseberries, $3 25; Strawberries, $3 25; Apricots, $2 25; Muscat Grapes, $2 50; Red Currants, $3 25; Cherries, $3 50.

VEGETABLES—Potatoes, 60@$1 30; Onions, 75c@$1 10; Cauliflower, $1@1 25; Cabbage, 65@75c; Carrots, 60@75c ₱ hundred; Turnips, 60c ₱ sack; bunch vegetables, 12½c ₱ doz; Parsnips, 1c; Beets, 1c; Horse Radish, 6@7c ₱ lb; Artichokes, 75c ₱ dozen; Jerusalem Artichokes, 3½@4c ₱ lb; Sweet Potatoes, $3 25@3 50; Celery, 60@75c ₱ doz; Garlic, 3@4c; Nevada Potatoes, $1 40@1 50.

BREADSTUFFS—Flour, $5 75 ₱ barrel; Oatmeal, $5 ₱ 100 lbs, latter for Eastern; Cornmeal, yellow, $2 10; white, $2 50; Cracked Wheat, $3 25.

POULTRY—Live Turkeys, 21@22c ₱ lb; dressed, 20@23c; full grown Chickens, $6@7 ₱ dozen; young Roosters, $4@5 ₱ dozen; Broilers, $3@5; tame Ducks, $7@7 25; Geese, $1 50@2 ₱ pair; Eggs, choice lots, 35@37½c ₱ dozen.

GAME—Hare, $1 75@2; Rabbits, $1@1 50; Mallard Ducks, $3 50@4 ₱ doz; Teal, $1@1 50 ₱ doz; Sprigs, $2@2 50 ₱ doz; Quail, $1 25@1 50 ₱ doz.

DAIRY PRODUCTS—Butter, choice, 32½@37½c ₱ lb; mixed lots, in rolls, 28@30c; Cheese, California, from 17@18c; Western, flats, 16@17c; Marin's Cream, 19@20c.

MEATS—Beef, 7@8c; Mutton, 4@5c ₱ lb; Lamb, 6@7c; Pork, 8@9c; Veal, small calves, 10@11c; large, 8c.

HAY, GRAIN AND FEED—Oat hay, $12@14 ₱ ton; Alfalfa hay, $8@9 ₱ ton; bran, ₱ ton, $17; middlings, $22 ₱ ton; barley, whole, $20 ₱ ton; ground, $1 15; wheat, $1 85@2 ₱ cwt; wild oats, $1 75; tame oats, $2; corn, $1 65 ₱ cwt.

MISCELLANEOUS—Seeds—Alfalfa, 9@10c; Timothy, Eastern, 7@8c ₱ lb; Oregon, 7@8c; Pop Corn, 6@8c ₱ lb; Red Clover, 14@15c; Red Top, 11@12½c; Nuts—English Walnuts, 9½@10c; California Walnuts, 10@11c; Almonds, 15@16c; Peanuts, Eastern, 9@10c; Peanuts, California, 7@8c; Lard (California), cans, 14c; Eastern, 16@18c; Hides, salt, light and medium, 8@9c, and heavy, 9@10c; dry, 18c; Tallow, 7½c; Hops, offering at 15@18c ₱ lb.

San Francisco Produce Market

SAN FRANCISCO, December 26th.

FLOUR—Fair trade at unchanged rates. Best City Extra, $5 75@6; medium grades, $4 85@5 37½; shipping superfine, $4 50@4 75 ₱ bbl.

WHEAT—A sluggish feeling prevailed to-day, and no business of consequence was transacted. Exporters gave scarcely any attention to the offerings, and seemed hardly prepared to pay $1 80 ₱ ctl for the best shipping qualities. Millers were sampling more freely, and possibly for a few days the only operations worthy of note will be for this particular interest. To-day is observed throughout England as a general holiday, and consequently no quotations from Liverpool came to hand.

At the Produce Exchange call session there did not appear to be much disposition to invest. Trade was slow and light. Only two options were dealt in, as follows:

Buyer 1883—100 tons, $1 78¾ ₱ ctl.

Buyer January—100 tons, $1 80 ₱ ctl.

Quotations of No. 2 grades at leading centers to-day are furnished by the Grain Exchange as follows:

	Chicago.	New York.
Spot	$1 61½	$1 91½
December	1 62½	.....
January	1 62½	1 87½
February	1 64½	1 91½
March	.....	1 91½

BARLEY—The sample market shows no very positive change from the situation of last Saturday. Holders were generally asking $1 05 ₱ ctl this morning for the best kind of Feed, and some few lots of a hundred bags or so were placed on this basis. But there is no marked pressure to sell, and more or less apathy exists. Brewing is stronger, though perhaps $1 15 is about the extreme of the market. Still there is very little that can be had at $1 12½, even of poor quality.

On call at the Produce Exchange there was a lack of interest. The rain of the past day or two has not footed up an aggregate heavy enough to seriously weaken values, and speculators seem disposed to wait until more definite indications appear as to whether the storm be over or not. However, some 1,500 tons No. 1 Feed changed hands, as follows:

Buyer season—200 tons, $1 12½; 300, $1 12¼; 400, $1 12½.

Seller season—400 tons, $1 01½; 100, $1 01¾ ₱ ctl.

OATS—Market quiet and easy. Surprise and Milling, $1 70@1 75; No 1, $1 60@1 65; No. 2, $1 50@1 55; Black, $1 50@1 55 ₱ ctl.

CORN—California Yellow is quotable at $1 40@1 45 for large, and $1 42½@1 45 ₱ ctl for small.

SEEDS—Demand not active. Mustard, $3@3 25 for Brown, and $2 75@3 for Yellow; Canary, 5@5½c; Hemp, 4c; Rape, 3@3½c; Timothy, 7½@8c for imported; Alfalfa, 8½@9½c; Flax, 2½@2½c ₱ lb.

HAY—Continues plenty and weak. Alfalfa, $8 50@11; Wheat, $12@15; Wild Oat, $12@15; Barley, $10@13 50; Mixed, $9@11 ₱ ton.

HOPS—Quotable at 17@19c for medium, and 20@22½c ₱ lb for choice.

RYE—The feature of the market to-day was the sale of 100 tons No. 1, seller 1883, at $1 35 ₱ ctl.

BUCKWHEAT—Quotable at $2 25@3 ₱ ctl.

POTATOES—Early Rose, 50@65c; River Reds, 40@45c; Tomales, 75@90c; Petalumas, 85@90c; Peerless, 75@80c; Humboldt, 90@$1 ₱ ctl.

ONIONS—The market is still overburdened with poor offerings, which influence to some extent the values of better article. Choice, 75@85c ₱ ctl; poor, 25@40c ₱ sack.

BEANS—Fair sales. Bayos, $3 40@3 50; Butter, $3 15@3 25; Pinks, $3 30@3 35; Red, $3 75@4; Pea and small White, $3@3 10; Lima, $3 12½@3 50 ₱ ctl.

VEGETABLES—The rain has had the effect of largely increasing the supply of Mushrooms, which are selling quite low to-day. Other kinds show no variation. Mushrooms, 5c@$1 ₱ lb; Artichokes, 40@60c ₱ dozen; Carrots, 30@35c; Turnips, 75c@$1 ₱ ctl; Beets, 75c ₱ ctl; Parsnips, $1@1 25 ₱ ctl; Cauliflower, $1@1 50 ₱ dozen. Cabbage, 60@75c ₱ ctl; Garlic, 2@2½c ₱ lb; Celery, 50c ₱ doz; Dried Okra, 30c; Dry Peppers, 12c ₱ lb; Marrowfat Squash, $20 ₱ ton.

FRUIT—Trade slow. Apples, 50c@$2 ₱ box; Pears, 75c@$2 ₱ box; Lemons, $6 50@7 for Sicily; Mexican Limes, $10@12 ₱ box; Tamarinds, 12@13c ₱ lb; Bananas, $1 75@4 ₱ bunch; California, $1 75@3 ₱ box; Oranges, $2@3 for old, and $3@5 ₱ box for new; Loretto do, $20@22 50 ₱ M; Cape Cod Cranberries, $18; Western do, $17@17 75 ₱ bbl.

DRIED FRUIT—Dealers report a full market. Sundried Apples, 7@8c for sliced, and 6@6½c ₱ lb for quartered; Alden and Plummer, 12c; Apricots, 11½@12c; Blackberries, 15c; Figs, 7c for pressed, and 4@5c for unpressed; Smyrna, 18@20c for layers and 11½@12c for kegs; Nectarines, 11@11½c; Peaches, 15@16c for peeled and 11½@12½c for unpeeled; Pears, 5@6c for whole and 7@8c for sliced; machine dried, 10@12½c; Plums, 12½@13c for pitted and 2@3c for unpitted; German Prunes, 9@10c; French Prunes, 11@11½c ₱ lb; Raisins, new crop, $1 25@2 ₱ box; old crop can be bought a shade lower.

BUTTER—Supplies of fresh are large and prices are easy. Fancy, 36c ₱ lb; choice, 32½@35c; medium grades, 28@30c; mixed lots from country stores, 16@18c; ordinary, 25@27c for choice, 20@22½c for fair to good, and 17@19c for common; pickled roll, 27@28c; Eastern, 16@19c ₱ lb.

CHEESE—Prices are steady and strong. California, 17½c for cheese, 15@16c for fair to good; do, factory, in boxes, 16@18c; Eastern, 16@19c ₱ lb.

EGGS—The tone of the market is not strong, but dealers believe that ruling prices will be fairly maintained for the remainder of the week. California, 40c for choice; 35@37½c ₱ dozen for fair to good.

POULTRY—No arrivals to speak of to-day. Live Turkeys, gobblers, 20@22c; do hens, 20@21c; do dressed, 21@22c; Roosters, $5 50@6 50 for old, and $6@7 for young; Dove, $6@7; Broilers, $5@6, according to size; Ducks, $10@12 ₱ doz; Geese, $2 25@2 50 ₱ pair.

GAME—Buyers had everything pretty well their own way this morning. The demand was light, while the weather does not justify the carrying of stock, and dealers were selling cheaper than the rates quoted. Quail, $1@1 25 ₱ dozen; Hare, $2@2 25; Rabbits, small, $1@1 25; cotton-tail, $1 25@1 50 ₱ dozen; Teal, 75c@$1; Sprigs, $1 50@2; Widgeon, $1; Mallards, $2@3 ₱ dozen; Canvasbacks, $4@4 50; common Snipe, 50@75c ₱ dozen; do, English, $1 50@2 ₱ dozen; Gray Geese, $2 50@2 75 ₱ dozen; White Geese, $1 25@1 50 ₱ dozen; Honkers, $4 50@5 ₱ dozen.

PROVISIONS—Trade fair. Eastern Hams, 17@17½c; California Hams, 15@15½c for plain, 16@17c for sugar-cured canvased; Eastern Breakfast Bacon, 15@15½c; California Smoked Bacon, 12½@13c for heavy and medium, and 14@15c for light and extra light; Clear Sides, 12½@12¾c; Pork, $18 50@19 for Extra Prime, $20@20 50 for Prime Mess, $22 50@23 for Mess, $23@23 50 for Clear, $24@24 50 for Extra Clear; Pigs' Feet, $6@18 ₱ bbl; Mess Beef, $14 50@15 for bbs and $8 50 for half bbls; Extra Mess Beef, $15@15½ for bbs and $8 50 for half bbls; Family Beef, $18@18 50 ₱ bbl; California Smoked Beef, 13½@13¾c ₱ lb; Beef Tongues, $10@10 50 ₱ dozen; Eastern Lard, 12½@12¾c for tierces and 13½@13¾c ₱ lb for pails; California do, 10-lb tins, 12½@13c; 5-lb tins, 13@13½c; pails, 13@13½c for 10-lb, 13½@13¾c for 5-lb, and 14@14½c ₱ lb for 3-lb pails.

WOOL—The situation continues quiet, with no distinct change in values. We quote Fall:

Humboldt choice Free	16@17c
Humboldt, short and defective	12@14
Mendocino choice Free	16@17
Mendocino, defective	12@15
Mountain, poor to fair	9@11
Mountain, good to choice	11@12½
San Joaquin Mountain	10@12
San Joaquin Plains	8@10
Coast Wool, heavy	8@9
Coast Wool, good condition	10@11
Red Bluff, Colusa, etc., defective and heavy	9@10
Red Bluff, Colusa, etc., free, good condition	10@14
Southern Burry	8@10

San Francisco Meat Market.

Following are rates for whole carcasses from slaughterers to dealers:

BEEF—First quality, 8½@9c; second quality, 7@7½c; third quality, 6@6½c ₱ lb.

VEAL—Large calves, 8½@9c; small ones, 9@10½c ₱ lb.

MUTTON—Wethers are quotable at 5½@6c, and ewes at 5@5½c ₱ lb.

LAMB—Spring is quotable at 7@8c ₱ lb.

PORK—Live Hogs, 5½@5½c for hard grain hogs on foot; dressed do, 7@7½c ₱ lb.

Eastern and Foreign Markets.

NEW YORK, December 26th.

BREADSTUFFS—Flour is steady and Wheat is steady; the latter at $1 07@1 15 ₱ bushel.

WOOL—California is steady at 9@10c for fall burry, and 10@13c for clear fall; spring burry, 16c to 18c; clean spring, 24@28c; pulled, 28@40c.

HIDES—California are steady at 22½@23c.

CHICAGO, December 25th.

WHEAT—97c for January.
CORN—62c for January.
PORK—$14 10 for January.
LARD—$8 72½ for January.
SHORT RIBS—$7 55 for January.

LIVERPOOL, December 25th.

WHEAT—California spot lots are dull at 8s 8d to 8s 10d; cargo lots, 48s for just shipped, 43s for nearly due, and 43s for off coast.

"FIVE doctors; no end of medicine; no relief. Dr. Benson's Skin Cure has driven away all eruptions and I'm nearly well." Ida C. Young, Hamilton, Ill.

MISCELLANEOUS.

CATARRH

SANFORD'S RADICAL CURE,

The Great Balsamic Distillation of Witch Hazel, American Pine, Canadian Fur, Marigold, Clover Blossom, etc.

For the Immediate Relief and Permanent Cure of every form of Catarrh, from a Simple Head Cold or Influenza to the Loss of Smell, Taste or Hearing, Cough, Bronchitis, and Incipient Consumption. Relief in five minutes in any and every case. Nothing like it. Grateful, fragrant, wholesome. Cure begins from first application, and is rapid, radical, permanent, and never failing.

One bottle Radical Cure, one box Catarrhal Solvent and Sanford's Inhaler, all in one package, forming a complete treatment, of all druggists for $1. Ask for SANFORD'S RADICAL CURE.

POTTER DRUG AND CHEMICAL CO., Boston.

COLLINS' VOLTAIC ELECTRIC PLASTERS

For the relief and prevention, **the instant it is applied**, of Rheumatism, Neuralgia, Sciatica, Coughs, Colds, Weak Back, Stomach and Bowels, Shooting Pains, Numbness, Hysteria, Female Pains, Palpitation, Dyspepsia, Liver Complaint, Bilious Fever, Malaria and Epidemics, use **Collins' Plasters** (an **Electric Battery** combined with a **Porous Plaster**), and laugh at pain. 25c everywhere. a1-1wMTh&w1w

ALL GENUINE

HOFF'S MALT EXTRACT.

NOURISHES THE WEAKEST, STRENGTHENS THE FEEBLEST, AND BUILDS UP THE SYSTEM BY ENABLING DELICATE PATIENTS TO ASSIMILATE FOOD.

FRONT — BACK

Must be put up in this style bottle, and bear on label the name of

TARRANT & CO.,

Sole Agents for the United States, 278 Greenwich street, New York.

For sale by all Druggists. Price, $1 per dozen. m15-1yTuThS&wly

New York.

Mrs. Twist, No. 18 Avenue D, says she has been troubled with worms for more than a year, and that she took one bottle of *Dr. C. McLane's Celebrated Vermifuge*, prepared by Fleming Bros., which brought away from her over three hundred worms, big and little. She now believes herself to be entirely free from disease.

Messrs. D. & J. W. Colton, of Winchester, Ind., happened last spring to get some of *Dr. C. McLane's Vermifuge*. After selling a few bottles, the demand became so great for it that their stock was soon exhausted. They state that it has produced the best effect wherever used, and is very popular among the people.

Andrew Downing, of Cranburgh township, Venango county, gave his child one teaspoonful of *Dr. C. McLane's Vermifuge*, and she passed 177 worms. Next morning, on repetition of the dose, she passed 113 more.

Jonathan Houghman, of West Union, Park county, Iowa, writes that he is unable to supply the demand, as the people in his neighborhood say, after a trial of the others, that none is equal to *Dr. C. McLane's Vermifuge*.

New York.

Mrs. Hardy, 119 Suffolk street, writes us that she has been troubled with worms for some three years, and that she used one vial of *Dr. C. McLane's Vermifuge*, prepared by Fleming Bros., Pittsburgh, Pa., which brought away over fifty large worms. Her usual good health immediately returned.

THE ONLY GENUINE

McLANE'S VERMIFUGE

Is the Dr. C. McLane's Vermifuge,

PREPARED BY

FLEMING BROS., Pittsburgh, Pa.

je2-1yTuTh&wly

"I had sick headache for forty years, your pills cured me."—Lucy A. Warren, Deerfield, N. Y.

DR. C. W. BENSON'S CELERY & CHAMOMILE PILLS. ARE PREPARED EXPRESSLY TO CURE AND WILL CURE HEADACHE OF ALL KINDS, NEURALGIA, NERVOUSNESS AND DYSPEPSIA. PRICE 25 CENTS PER BOX. Dr. C. W. Benson. FAC-SIMILE SIGNATURE ON EVERY BOX.

It is a fully-established fact that these diseases can be cured in any case, no matter how obstinate. m8-1yTuThS&wly

SWAYNE'S OINTMENT. THE GREAT CURE FOR ITCHING PILES. PHILADELPHIA, PA.

Symptoms of Cure.

The symptoms are: Moisture, like perspiration, intense itching, increased by scratching, very distressing, particularly at night; seems as if the pinworms were crawling in and about the rectum; the private parts are sometimes affected. If allowed to continue, very serious results may follow. "SWAYNE'S OINTMENT" is a pleasant, sure cure. Also for Tetter, Itch, Salt Rheum, Scald Head, Erysipelas, Barbers' Itch, Blotches, Scald, crusty Skin Diseases. Sent by Mail for 50 cents; 3 boxes, $1 25 (in stamps). Address DR. SWAYNE & SON, Philadelphia, Pa. Sold by Druggists. je2-1yTuThS&wly

A BOON TO MEN

All those who from indiscretions or excesses or other causes feel themselves nervous, weak, nervously debilitated, physically drained, and unable to perform life's duties, properly, can be speedily, mildly, yet thoroughly and permanently cured, without stomach medicines. Endorsed by doctors, ministers and the press. *The Medical Review* says: "The old, time-tried treatment, **Nervous Debility, Physical Decay, &c.**, is without a rival in the **THEMASTON BOLTS.** Even **hopeless cases** assured of certain restoration to well and **perfect manhood.** Simple, effective, cleanly, pleasant. Send for treatise. Consultation with Dr. Themaston free. MARSTON REMEDY CO., 46 W. 14th St., New York.

STOP IT!

BY USING HALL'S PULMONARY BALSAM. The Best Remedy in use for Coughs, Colds, Asthma, Bronchitis, Influenza, Croup, Incipient Consumption, and all Throat and Lung Troubles. Sold by all Druggists for 50 cents. J. K. Gates & Co., Proprietors, 417 Sansome street, San Francisco. m9-4pdmkw3m

ALLEN'S BRAIN FOOD

For seven years Allen's Brain Food has stood the strongest tests as to its merits in curing Nervousness, Nervous Debility, and restoring lost powers to the weakened Generative System, and, in no instance, been overbalanced; test it. $1 a box or six for $5—At Druggists, or by mail from Allen's Pharmacy, 215 Avenue A, New York City.

NAGLEE BRANDY.

A CASE OF THE SUPERIOR PURE NAGLEE Brandy of 1870 would make an admirable present for an Eastern friend. S. P. MIDDLETON'S Agent, 116 Montgomery street, San Francisco. d11-1m

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FREIGHT CONTRACTS.

SAN FRANCISCO VERSUS THE INTERIOR—DISCRIMINATIONS.

Response of General Manager Towne, C. P. R. R., to San Francisco Merchants—Letter from J. C. Stubbs.

[San Francisco Bulletin, December 24th.]

CENTRAL PACIFIC RAILROAD COMPANY, OFFICE OF THE FREIGHT TRAFFIC MANAGER, SAN FRANCISCO, December 21, 1883.

Editor *Bulletin*: I have read with considerable interest your article entitled "The Railroad Contracts and Business Competition," which appeared in the "Financial and Trade" column of your issue of December 19th, and regard it my duty to comment thereon, in order that you and the public may not be misled by *ex parte* statements.

Your article states that "San Francisco, Oakland, San Jose, Los Angeles, Stockton, Sacramento and Marysville are designated by the Railroad Company as terminal points, and goods are dropped off at these points for the convenience of merchants doing business there, thus saving the local freights that used to be charged when such points had to import by way of San Francisco," and that "so long as there was plenty of business San Francisco merchants did not care to notice this discrimination against them."

It strikes me that the language I have just quoted is, practically, a statement by the editor of, perhaps, the most influential journal in San Francisco, that the fact that the railroad companies whose roads form a line between California and the Eastern States, make the same rates between said eastern points and Sacramento, Marysville, Stockton, San Jose, Oakland and Los Angeles, as are made between the same points and San Francisco, proves that these companies discriminate against San Francisco.

I question very much whether you wish to go on the record as pronouncing such a judgment, and must object to your conclusions, if a fair interpretation has been placed upon your language, on the ground that it is unfair to the carriers, unjust to jobbers of merchandise at interior points, and in antagonism to the generally accepted notion as to what constitutes discrimination in the construction of freight tariffs.

The article in question further states that "it is evident that the railroad contract system favors the interior terminal points at the expense of San Francisco."

The question arises, how can this be? From the very opening of the through line the interior points named have been accorded the same rates as San Francisco. The contract system did not change, or in any way affect, the policy of the railroad companies in this respect.

Again, if there is any force in the argument at all, it lies in the fact that the contract system has reduced rail rates to practically the level of the cost, all things considered, of shipping via Cape Horn. The application of these contract rates to merchandise going to the interior points, precisely the same as though it had gone to San Francisco, does no more than give these points, practically, the advantages which San Francisco hitherto enjoyed by reason of its shipping facilities via the sea; but does this amount to a discrimination against San Francisco, and have you not lost sight of the fact that all these points are, like San Francisco, competitive points; that, they can receive their goods from eastern points via other than the routes of the railroad companies which are parties to the contract system? And cannot most of them receive their goods by way of Cape Horn, just as the San Francisco merchant can, at a very slight advance over the cost to the latter?

I note what you say in the case of Sacramento, that in addition to the saving in local freight and State tolls, there is also a saving of from fifty to seventy-five cents per ton of cartage from stores to the railroad depot. Suppose that were true; is it not an advantage which the Sacramento merchant enjoys which the railroad company would have no right to deprive him of? We can hardly think it is your opinion that the railroad companies would be entitled to take that saving of the Sacramento merchant into consideration in constructing freight tariffs and charge him more by the amount of the saving than the San Francisco merchant. If they did so, the Sacramento merchant could, in the opinion of most persons, have a better right to complain of unjust discrimination against his town and in favor of San Francisco, than the merchant in the latter city now has.

I beg to hand you herewith a reply of our General Manager, A. N. Towne, to a communication received from an association of merchants in this city. This reply briefly states the points of the communication received and answers them at length.

It seems to the undersigned that in view of your article, the whole case ought to be laid before the public, that it may be well understood that what the San Francisco merchant desires is that the carriers shall discriminate in his favor.

It will be remembered by some of your readers that, during the political campaign of last fall the "contract system" was assailed, as a method of unjust discrimination. The answer made by the railroad company through the press was, that the complaint of the San Francisco merchant was not that it discriminated in favor of one merchant against another, but that it did not discriminate in favor of the large against the smaller shipper, and against other places in favor of San Francisco. We think the position assumed by your journal, representing the jobbers of this city, fully substantiates that statement, and we are glad to have the question brought forward for discussion on that line. We have always contended that the carrier should be allowed to do business in accordance with the laws of trade, which not only justify, but enforce discriminations, just as nature discriminates in all her works, and that the policy advocated by some of our public men and formulated in the shape of enactments into laws requiring rates to be made by the mile, would be subversive to the public interest and destructive to trade. We believe that, in time, the public will take our side of the question, just as the San Francisco merchant has done, but it must be remembered that however much they may desire to do so, in recognition of well-settled business principles, the railroad companies cannot change their policy, in accordance with the views of the San Francisican, when the great mass of the people have, through the press and through their public men, been instructed in the belief that discrimination of any sort should be absolutely prohibited, and that freight tariffs should be based upon the cost of handling and the distance carried, without regard to any other factors. Very respectfully,

J. C. STUBBS.

LETTER FROM GENERAL MANAGER TOWNE TO SAN FRANCISCO MERCHANTS.

CENTRAL PACIFIC RAILROAD, OFFICE GENERAL MANAGER, SAN FRANCISCO, December 7, 1883.

Gentlemen: Your communication of the 21st ultimo, addressed to our Freight Traffic Manager, has been handed to me.

As understood here, it embodies:

First—A protest against carrying goods consigned to the agents of Eastern manufacturers or to merchandise brokers for the same rates and upon the same conditions as goods are carried when consigned to the firms who subscribed to the communication, upon the ground that agents and brokers aforesaid have no capital, carry no stock, and pay no taxes.

Second—A protest against performing transportation for country dealers upon equal terms with the subscribers to the document in hand, upon the ground that many of them do not ship a carload in a year, but simply hold their contracts over for the importing merchant of San Francisco, to regulate his prices, thus practically depriving him of control of the trade.

Third—A protest against making the cities of San Jose, Marysville and Oakland through points, upon a level with San Francisco, in the matter of rates and shipping facilities, accompanied by a suggestion that San Francisco should be a through shipping point, but if other cities must be equally favored, that they be confined to Sacramento and Stockton on the north, and Los Angeles on the south.

Fourth—A suggestion that the present system of contracts, which provides the simple and easily-discharged obligation upon the shipper's part to give to the contracting rail carriers the carrying of all the goods he handles, in return for more favorable reduced rates, guaranteed for one year, shall be abolished in favor of a system which will restrict the reduced rates aforesaid to such firms who shall ship one thousand tons or more per annum.

Fifth—Expressions of the belief that the suggestions and protest, fairly stated above, if regarded by the carriers, will be for the best interests, not only of the important trades represented by the signers of the letter, but for the welfare of the State, and you, therefore, tender this company your moral support and good will, to be manifested publicly and privately, in support of the measures suggested by you, in the event of their adoption.

Sixth—You ask for a personal interview, for the purpose of discussing this important subject.

You are probably aware of the circumstances which have postponed the interview requested. You will also acquit me of discourtesy if I say that the postponement has not been unwelcome to me, as it affords an opportunity to answer your communication more considerately than it could be done in person or by discussion.

I can imagine no greater pleasure to be derived from a business transaction than it would give me to be able to promptly and unqualifiedly concede all that your communication suggests as proper, or likely to promote your interests or the welfare of the city. That I cannot do so, in scarcely any particular, is sincerely regretted.

My inability to meet your views generally is owing to the fact that in September last the Transcontinental Association, which is composed of all the railroad companies whose lines west of the Missouri river share in the traffic between California and the Eastern States, declared in favor of continuing what is known as the "contract plan," during the year 1884. Pursuant thereto on the 22d of October, circular letters were addressed to all parties having contracts for the current year, inviting a renewal of their contracts for 1884, upon the same terms as for 1883, and offering an additional guaranty against competition. A majority of these invitations had been returned accepted previous to the receipt of your communication. The railroad companies are in honor bound to perform their engagements, and are undoubtedly committed to the contract plan for the year 1884 beyond recall. At least one of the signers of your communication was informed of this several days previous to its date.

Again, if this condition of things did not exist, the matter would have to go before the Transcontinental Association, which will not meet again before January. It could not be determined by the Central Pacific Company, or any officer thereof.

To your first protest, permit the reply that I am not aware that freight contracts have been made indiscriminately with irresponsible agents and brokers. It is true that neither the capital of, nor the amount of taxes paid by, a firm or person soliciting a contract has ever been made the subject of inquiry, but there has been an endeavor upon the part of the carriers to confine their contracts to firms and persons now carrying a stock of goods in this market, or doing a legitimate merchandizing business having a defined trade. It will be found that every exception to this rule has been made upon considerations which the carriers could not ignore without public reproach, if not loss of business.

Moreover, it has been said with supporting evidence, that some of the signers of your communication handled, and are accustomed to handle, goods represented in this market by manufacturers' agents, which have been and are brought via Cape Horn. I am unable to see why such goods and such agents are not as properly the subjects of contracts as though handled exclusively by one of your firms. It would seem to a disinterested party that in asking the carrier to reject the freights of a manufacturer's agent, you are not only demanding what it cannot legally or equitably perform, but requiring it to work for you what you can more easily accomplish for yourselves by refusing to buy goods through these agents.

A contract has never knowingly been made with a *broker*. If any party has used his contract for the benefit of others, the fault lies with the merchant, and it is asking too much of the carrier that it should guarantee the honesty or good faith of those with whom it deals.

Your second protest may be answered by saying that no country dealer receives a contract covering the transportation beyond the nearest *through point*, between which and the ultimate destination he pays the regular local tariff. The carrier, in such cases, receives no less for its continuous service from original shipping point to ultimate destination than it would receive if the goods were brought from original shipping point by a jobber located at the nearest through point, and were then reshipped by said jobber to the country dealer. The remarks in answer to your third protest will apply with equal force to this.

Touching your third protest, I am obliged to say that the policy of making Sacramento, San Jose, Marysville, Los Angeles, etc., through points, is synchronous with the opening for through business of the Central and Southern Pacific roads respectively. The customs of nearly fourteen years, the adjustment of the business methods of a large part of the railroad company's clientage, and the regulation of its interchange of traffic with other railroads, have so established that policy that, laying aside altogether questions of law and public considerations which must govern and influence a common carrier, it does not seem possible to meet your views in this particular.

Again, you seem to have wholly overlooked the consideration that all the points treated as terminals, common with San Francisco, are competitive in the same sense and to almost the same degree as San Francisco. Each point can be reached from the Bay of San Francisco without touching this company's lines, and at a cost for freight which is merely nominal; hence, it may be said that these towns are practically as independent of this company as is San Francisco, and, as a matter of business, can demand and enforce the same treatment with respect to rates to and from eastern points.

Further, the members of your association cannot be ignorant of the tendency of public opinion, as indicated by the State constitutional provision, that rates for like quantities and classes of goods in the same direction shall not be more for a less than for a greater distance, such measures as the "Reagan bill," which once passed the House of Representatives, and is now—and has been for several sessions—before Congress, and that which the press dispatches say a member of Congress from California proposes to introduce for the purpose of regulating inter-state commerce. It is evidently toward the abolishment of the discriminations forced by competition upon carriers, in favor of such places as the California terminals, and unless checked by the active influence of commercial centers, which owe their trade supremacy to the operation of the law of competition, together with the efforts of carriers to limit their competitors to the strictly competitive territory, is likely to crystallize into laws which will deprive the carriers of the right to make any discriminative rates whatever. The effect of such a law would be to place every point nearer the Eastern terminals of this company's roads upon the basis of San Francisco.

It is evident that the communities which you would have us deprive of privileges which they have enjoyed for, in some cases, nearly a score of years, would not acquiesce, nor could they be made to see that there was justice, equity or business fairness in the proceeding. They would never cease to agitate the question, and would inaugurate measures of reprisal which you could in no degree compensate nor the carriers withstand.

I can hardly conceive that this suggestion on your part is the result of reflection or has been discussed among yourselves with respect to its justice from a shipper's standpoint, or its expediency from the standpoint of the carrier.

I cannot agree with you in the assertion that the policy of making these points "terminals" is working great injury to the city of San Francisco. In my opinion, these inland cities are, in a large degree, tributary to San Francisco, and must ever continue to be, from influences which the company cannot control. I further believe that this city's growth and prosperity depends, in a large measure, upon the growth and prosperity of these inland cities, which, in turn, influence and promote the growth of outlying towns and villages, which, in every State and country, are the sure signs of a stable and prosperous producing class. Sacramento's growth and influence as a trade center can be no more inimical to the true interests of this city than has that of Chicago contributed those of New York. Without Chicago and the great interior cities of the Eastern States, New York City would not be the metropolis it is, and nothing could be more disastrous to San Francisco than the decay of these very interior cities whose natural advantages you would deprive them of in favor of the still superior advantages of your own.

To your fourth suggestion I would respectfully say that, from experience, we know it to be impracticable. Even when differential rates are made simply as between carload lots and smaller quantities, it is the practice of two or more shippers to combine to get the benefit of the lower rate for the larger quantity, and they do it in such a way that the carrier cannot always, or often, detect or prevent it. Combinations of this sort would be the rule if the difference in rate were based on an annual shipment of no matter how large a quantity. Yet, again, it strikes me that if the shipper of 1,000 tons per annum is entitled to a lower rate than the shipper of 500 tons, the scale should be extended, and the differentials made for 1,000, 2,000, 3,000, 4,000, 5,000, 6,000 tons, and so on, respectively, giving to the shipper of each quantity an advantage over the next grade.

It is needless to say that you could not agree among yourselves upon such a schedule, and if you could, the smaller shipper would very soon have to close out his business. If this is true, how can we satisfy the shippers of less than 1,000 tons? Many such shippers can and have availed themselves of the water routes in competition with the rail line. Their traffic is desired by the railroads, and cannot be secured except by the competing rates.

Again, the stocks of each dealer vary to a considerable degree in the quantity of particular articles handled. Many dealers whose gross tonnage is less may carry or handle very much more of a particular article than others, and if the rate is to vary with the quantity handled, the rule should apply to the article, and not to the gross amount of all goods handled. This feature would be inseparable from the plan you propose, and would, so far as transportation rates have to do with the organization, disintegrate our association before the several contracts could be written up.

Moreover, your plan involves the obnoxious feature of rebates—obnoxious to you as well as to the carrier. It was once tried and abandoned, because of the protest of many of your members and the objections of our connections.

It is obnoxious in another sense, because it puts the carriers squarely upon the ground of demanding the patronage of a portion of the community upon impossible terms and would evince a determination to discriminate against the smaller shipper and to throw business in the hands of a few large merchants, who, perhaps, had just as small beginnings, and could never have reached their present position in trade, had they to contend against a policy such as you would have us inaugurate.

Again, as it strikes me that your demands are wholly in the interest of the jobbing trade of San Francisco, in total disregard of the interests of other communities, which, for the occasion, we may say, offer competition for the custom you seek, and, heedless of the interests of the carrier, in its relations to said communities, the absence of any proposal of a compensating return to the carrier, for all that you ask at his hands, is very conspicuous. It will hardly be credited by any one familiar with your respective reputations for prudence and business sagacity that you have been influenced by any other than strictly business considerations in your patronage of the railroad company, while its officers and agents are keenly sensible of the great benefits that such of your number as have contracted for the lowest rates, have only been induced to do so by the guaranty of terms which left you scarcely any alternative where self-interest was permitted to govern your choice. Your exclusive patronage was solicited for the all-rail lines. It may be fairly asserted that you dictated the terms upon which you would give it. It cannot be assumed that you did not exact all that was necessary to place your goods, all-rail, in this market at as small an average cost as they would have been subjected to without a "rail-contract." The railroad companies have faithfully performed their part of the contract. It seems to me you could not reasonably ask more, for how could you expect us to concede more?

To your fifth suggestion, that your recommendations, if adopted, will work for the best interest of the city and State at large, I am sorry to have to say that you have not