

RAILROAD RATES.

More of Traffic Manager Leeds' Expert Testimony.

Evidences of Disagreement Among the Traffic Association's Members—Statements Indicating that Mr. Leeds Does Not Coincide with Some of His Associates' Ideas.

[San Francisco Evening Post, Jan. 19th.] During the progress of the Shively investigation before the Railroad Commission this morning, Attorney Martin, cross-examining J. S. Leeds, of the Traffic Association, on behalf of the Southern Pacific, made it pretty evident that the traffic manager does not hold the same ideas as some of his associates.

"Mr. Leeds," began Attorney Martin, "the complaint in this case has asked for the adoption in this State of the rate of what is known as the Western classification, and you yourself have advocated the same thing. Now, do you consider that the Western classification is superior to the local classification of the Southern Pacific in this State because it covers more ground and includes more specifications than the latter?"

"Not altogether for that reason," replied Mr. Leeds, "though I think the Western classification better than that employed here by the Southern Pacific."

"Did you not state in your direct examination here that the reason for your preference was as I have just suggested?"

"Perhaps I did so on the spur of the moment."

"Well, in point of fact, don't you know that you did so?"

"Very likely I did so, in whatever connection the matter may have been brought up."

"Very well," said Mr. Martin. "But in the outline of the plan or purposes of the Traffic Association, as set forth in the report and recommendations of the Legislative Committee of that body, it is contended that the rates should be as simple as possible. How do you reconcile these different statements?"

"I did not prepare the report of the Legislative Committee," replied Mr. Leeds. "Whoever did may not have been familiar enough with the subject to arrive at the most correct conclusions."

"Well, in your testimony made in the report right or wrong?"

"I should consider it to be impractical," answered Mr. Leeds.

"Oh, well, but say whether it is right or wrong?"

"It is impractical it is wrong," admitted Mr. Leeds at last.

"Yet you, according to your statements made here before this commission, believe that you should carry out the ideas of your committee, right or wrong?"

"That may so—that is so," replied Mr. Leeds, "but the members of the Legislative Committee may not be my employees."

"And yet as it is," interposed Chairman Rea, "the railroad company is barely able to pay the interests on its bonds."

"SOME HARD QUESTIONS," asked Mr. Martin, "that your proposed tariff of rates is a proper one to be put in force on all the roads of the State?"

"The witness answered this in the affirmative after considerable hesitation and delay."

"And you hold, then," continued the attorney, "that there should be fixed a uniform rate per mile to hold good on all the roads of the State, regardless of the density or scarcity of the population of the territory traversed?"

Before Mr. Leeds had fully answered this the commission decided to take a recess until 1 o'clock.

When the recess-examination of Mr. Leeds was resumed after the noon intermission the local distance tariff he had prepared was the present basis of short distance rates. He thought such as these he had incorporated in his schedule were reasonable.

"Here, for some reason, Mr. Rea paused for so long a time that his remark took on a startling significance, but as he saw a look of horror rising on the faces of his auditors, he added:

"No one, I mean, who doesn't take the same view of this matter that I do."

"Then everybody drew a breath of relief. But Mr. Rea took another start. 'I want to say that I know some of those men there are not honest, because some of them have been after me for months and months, and I don't know if they get it,'" interrogated Mr. Litchfield, but Rea paid no attention.

"One of them, at least," he added, "was one of the members of the Traffic Association, and I had his little contract with him, and he had all right, only if you don't succeed in legislating this commission out of office I propose that my time shall come sooner or later, and then we'll see."

Mr. Rea also stated that he would like to have the Shively case postponed until after the adjournment of the Legislature, as he wanted them, if the commission was still in existence, to have some of the sessions now in Sacramento come before they adjourn, to show what they knew about railroad rates.

"I don't propose," he said, with bitter emphasis, "to have any Shanahan attack in the Legislature, but I will do my best at some time to expose his own ignorance."

The commission then adjourned until next Tuesday at 10 o'clock.

GRECIAN ART FESTIVAL. To be Given at the Metropolitan Theater This Evening.

A very unique and pleasing entertainment is promised for to-night at the Metropolitan Theater. It will be for the benefit of the Young Women's Christian Association, and will be under the skillful management of Miss R. Anna Morris.

The entertainment will embrace the following features, in which the best of local talent will participate:

1. Music, trio orchestra—Piano, Miss Carrington; violin, H. C. Best; cornet, A. W. Best.

2. Art Gallery (three scenes)—Subjects: Clio, Apollo, Mercury, Nydia, The Gladiator, The Tattlers, Accusation, Niobe Group. Persons: Misses Mott, Conroy, Morton, McAdams, Barker, Corbett, Schubert, Henry; Mesdames Condit, Janet and Willard Spears; Messrs. Bentley, Will, Marsh.

3. State club-swinging, Prof. Goddard.

POLICE COURT LAWYERS.

Prisoners Who Cannot Find Attorneys to Defend Them.

Lagiere's Case Continued—Two Cases of Battery Against E. L. Marshall—Monaghan's Case.

There was considerable complaint by the witnesses summoned to the Police Court yesterday, owing to continued delays in the cases there. The attorneys retained by the defendants seem to be either very busy elsewhere, or deem that delay is the best thing for their clients.

J. Monaghan, charged with robbery, represented that he expected Major Anderson to appear for his defense, but the latter is busy in the Assembly, the case was continued until to-morrow.

A number of witnesses summoned in this case are hackmen who work at night, and it is a hardship to demand them to appear from day to day, while Mrs. Heyden, the prosecuting witness, is a resident of Suisun and detained here.

Henry Lagiere, charged with robbing August Sessant of \$15, was represented by counsel, but the latter had taken on the scene and had not had time, he said, to confer with his client.

After considerable persuasion a continuance of the case was granted by the court, but the latter had taken on the scene and had not had time, he said, to confer with his client.

E. L. Marshall, arraigned upon two charges of battery for assaulting Charles Dorsey and T. J. Hodgson, pleaded guilty to the first offense and had judgment continued until Tuesday, the 24th inst., to which time the hearing of the Hodgson case was continued.

An Italian whittanman who pleaded guilty to dealing in lottery tickets, was fined \$15.

Charles Mains pleaded guilty to having been intoxicated, but had no money, and gave an elaborate explanation of his trials at a blacksmith shop where he went to have some repairing done. As he was very ignorant, the charge against him was dismissed.

W. E. McIntyre pleaded guilty to having been drunk, but explained that he had no money, and gave an elaborate explanation of his trials at a blacksmith shop where he went to have some repairing done. As he was very ignorant, the charge against him was dismissed.

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less save that being 65 years of age and having acquired sufficient wealth to take his ease, he wishes to do so. His son, Frank J. Carolan, who married Miss Pullman, the Chicago heiress, several months ago, has no desire to carry on a business while his wealth and that of his wife is more than sufficient to enable him to enjoy life without doing so.

Others Carolan came to Sacramento in 1874, and went to the city of Marysville, where he did not fancy mining, so he opened a general merchandise store in this city in 1872. Here he remained until, in 1873, he went to San Francisco and bought out the hardware business of C. G. Hooker. He was one of the largest wholesale dealers in that city, occupying, as he did, a large store of four floors.

NARROW ESCAPE. A Japanese Very Nearly Killed by an Electric Car.

A Japanese, giving his name as Eggar, was knocked down by an electric car at Fifth and J streets about 7 o'clock last evening, and had a narrow escape from being killed.

He could not speak plainly enough to say whether he attempted to cross the car or pass ahead of it, but he was knocked down, severely bruised and received a bad cut on the head.

One leg of his trousers was caught by the wheels and torn into shreds, and one of his shoes torn from his foot. He was picked up in an unconscious condition and taken to the police station, where he recovered and had his wounds dressed.

He said he lived in the Japanese boarding-house on M street, between Seventh and Eighth, and was taken there after being cared for.

AMUSEMENTS. At the Clunie Opera-house this evening Mr. Daily's stock company will repeat the stirring drama, "Falsely Accused."

It is drawing crowded houses. It is understood that the local manager and the manager of the stock company have agreed to divide the receipts, and the Secretary of the board of directors of the company will remain here for a long season.

A small audience only responded to the call of the Museum Association at the Metropolitan Theater last night. It was the occasion of the second of the "benefit" lectures for the association by Captain Campbell.

The subject was, "Our Navy and the Navy of Ironclads." The lecture was one overflowing with information, practical, well conveyed in graceful delivery, full of patriotic sentiment, and drew out generous and well-deserved applause.

The views shown were very fine, the best ever seen here. As he thought of the new navy and naval weaponry, made up an entertainment spirited, graphic and full of interest.

The "benefit" leaves the Metropolitan Association, and the expenses aggregating from \$230 to \$240, and the cash receipts being exactly \$700.

Except for the attendance of members on their life tickets, there would not have been people enough at either lecture, though either was worth a crowded house, to have justified Captain Campbell in going to the expense of the local patronage (Captain Campbell himself gave the association in special rates an equivalent equal to half the regular rate).

The committee in charge of the collection for the evening that in view of the fact that it is a year since the association has asked any public favor, and only then for \$5000, and in view of the sums taken out of the city by strolling players for indifferent entertainment, it might be a serious question to the local patrons of the local institution.

Captain Campbell stated while examining the School of Design, now having in the papers and doing splendid work, that such an institution in any considerable city in his State would receive liberal and joyous support, and that he knew of no other.

He said that from what he saw and learned that any city at the East would take pride in an institution of that order, and give it means to do what this is deterred from doing, completing a good museum collection for the instruction and entertainment of the people and an attraction to the city.

A War collection, for instance, can be had very creditable and large for a sum comparatively small.

The play of the "Ruined Abbey," by Halley and Moynahan of this city, in rehearsal by amateurs for some weeks, was to have been produced on the 19th inst., but illness has necessitated postponement to some later date.

LABOR AND CAPITAL.

To Regulate a Day's Work—Boards of Arbitration on Labor Troubles.

Last evening the Assembly Committee on Labor and Capital met and first considered "An Act regulating the hours of labor in sawmills, shingle-mills, shakemills and logging camps." The committee agreed to report favorably to the Assembly to-day.

The bill provides that ten hours shall constitute a day's work for all mechanics and laborers working in any capacity in any of the mills designated. For any work over the specified number of hours the employer shall pay 40 cents per hour to every employe.

Any owner, lessee or operator violating any of the provisions of this Act shall be fined not less than \$50 nor more than \$300, or imprisoned not more than three months, or both such fine and imprisonment, at the discretion of the court.

Assembly Bill No. 42, defining labor corporations and providing for the incorporation, organization and government thereof, to provide for the regulation of disputes to which labor corporations are parties, was also considered.

The bill provides that the Governor shall appoint two, who in his judgment will be the most representative of the laboring classes; two who will be most representative of the employers. The fifth arbitrator, who shall be the presiding officer, shall be selected as most nearly equally representative of the interests of both employers and employes.

One of the board shall go out of office every year. The board shall have power to appoint a Secretary, to appoint a bailiff for the purpose of enforcing its orders, and shall have power to employ a stenographer. The salary of each arbitrator, except the presiding officer, shall be \$1,800 per year; that of the presiding arbitrator, \$2,000. The Secretary shall be \$1,200. Office expenses shall be paid out of State funds.

The office of the State Board of Arbitration shall be in San Francisco. The board shall have power to issue writs of summons and subpoenas as courts of record.

For the purpose of regulating and settling disputes or disagreements wherein a labor corporation is a party, Boards of Conciliation are provided, to whom all labor disputes shall be referred. The parties to the dispute shall each appoint one person, which two shall appoint a third. The three persons thus selected shall meet with the Board of Arbitration, and these eight persons shall constitute a Board of Conciliation for the purpose of making amicable settlements.

A refusal to submit a dispute to a Board of Conciliation shall not deprive any corporation or person of any right or privilege. The Board of Conciliation is intended to be a means of accomplishing, if possible, a settlement of the dispute by a process of voluntary arbitration, and is intended to produce, if possible, an amicable understanding and agreement, and its decision is intended to be advisory only, and a demand for an investigation by a Board of Conciliation, made by at least one of the parties disputant, is intended to produce any action by the arbitrator, sitting as a Board of Arbitration.

The decree of the Board of Arbitration is binding upon all corporate parties to the dispute. A refusal of a corporation, either capitalist or labor, to abide by the decision of the board, works a forfeiture of the corporate franchise.

The object of the bill is not to coerce any individual in any manner, but to make the decrees of the board binding upon creatures of the State.

The bill is drawn upon the lines laid down by some recent magazine articles, notably an article by Chauncey F. Black in the September number of the *Forum*, entitled "The Lessons of J. P. Morgan," and an article by David Dudley Field, in the January number of the *North American Review* on the same subject matter.

The committee took no action, and will again give the bill consideration next Tuesday evening.

Adjournd.

SOCIAL AND PERSONAL. Lawyer S. J. Holzinger has gone to Santa Cruz.

United States Senator White went to San Francisco last evening.

Judge Niles Searls of Nevada has been in this city for the purpose of attending the wedding of his daughter.

General J. G. Martine and bride are home from their wedding tour.

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The handy Telescope Canvas Valise, leather strap and leather-trimmed. The most convenient valise either for gents or ladies now on the market. Prices, \$1 50 and up.

We are closing a Genuine \$9 Hogshide Leather-color Valise, nickel-trimmed, leather-lined, size 16 inches, club shape, for \$5; 18-inch for \$4 45.

Crown Full-stock Grain Leather Valises, best quality, nickel locks, strap all around, linen-lined; 14-inch, \$3 25; 16-inch, \$4; 18-inch, \$4 50; 20-inch, \$5; 22-inch, \$5 50.

Canvas Valises, made to collapse, iron frames, heavy nickel locks, linen-lined, leather straps all around; 14-inch, \$1 65; 16-inch, \$1 85; 18-inch, \$2 15; 20-inch, \$2 45; 22-inch, \$2 75.

Brown and Black Split Leather Valises, made of heavy selected stock, double iron japanned frames, nickel lock and trimmings, leather handle, full linen-lined, outside pocket; 16-inch, \$2 25; 18-inch, \$2 50; 20-inch, \$2 75; 22-inch, \$3.

Black Rubber Valises, iron frames, 60c and upward.

SPECIAL LINES ON SALE TO-DAY. One lot of Gents' Fancy Domet Flannel Overshirts. Price, 25c.

ON SALE TO-DAY—One lot of Men's Gray Wool-mixed Overshirts, with collars, 35c.

ON SALE TO-DAY—Men's White Domet Overshirts, with collars; make a good undershirt, 25c.

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