RAILROAD BUILDING.

C. P. Huntington Tells Something About It.

He Has Something to Say About People Put Off the Southern Pacific Pay-Rolls.

The following letter from C. P. Huntington, President of the Southern Pacific, is interesting and will be found self-explanatory:

To the Editor of the Wave—DEAR SIR: In your paper of August 25th I notice several items referring to the Southern Pacific Railroad Company and its affiliated lines, all of which treat the railroads fairly; and while I have no fault to find with a very large majority of the newspapers of California, yet there are some in your city which do not fairly treat the Southern Pacific Company, but I have no doubt that those that do not, think that their best interest will be best served by so doing, though I cannot believe they think the best interest of California will be advanced by that course. I believe, however, that the large majority of the people of the State who have legitimate business of their own to attend to are satisfied with the railroads—that is, with the manner in which they are conducted. There are a few men who have been struck from the pay-rolls of the railroad company, and a few others who would like to get on to the pay-rolls, and these cry loudly, and so loudly that they remind me of the story that was told by a party who crossed the plains in 1849. He said his party was kept awake all night by a most fearful crying of coyotes, but when morning came there was only one of the little pests in sight, and "one of our party told me that that one little fellow had made all the noise." "I said to him," continued this man, "that no other animal in the world contained so much noise as he had produced." But he evidently was not acquainted with that small band of people in San Francisco composed of those who have been struck from our pay-rolls and who want to get on them.

It is not important to the people of California, but it is to the writer, who is the last survivor of the builders of the Central Pacific and other roads, that he should be understood by the good people of the State of California. Certainly he knows all about the building of the Central Pacific and all the other roads constructed by those who created that property, and in all that work we did the public no wrong—least of all the people of California. In the building of the Central Pacific I used all the powers of my brain and brawn, even working twenty hours a day and practicing the most rigid economies in all things; otherwise the road could not have been built when it was built, as the company sold its securities for currency and bought gold, some of which cost three dollars in currency for each dollar of gold that was bought, and this was used for labor, lumber and all other material produced in California that went into the construction; and the goods bought in the East were sold at higher rates then than at any other time in this century.

These materials had to be bought twelve months before they were used, as they had to be, as a rule, made after they were purchased; then they were shipped around Cape Horn, except the few that were sent via Panama. The rates of freight were very high, and as much as 15 per cent. was paid for insurance on some portions of the goods so sent. Some of the rails cost, laid in the track, as high as $140 a ton. Some of the locomotives we paid $32,000 for, and 6 per cent. Government tax on top of that very high price. The same locomotives can now be purchased for $7,000. Fish-plates and many other articles used in the construction of the road cost three times what they can be bought for now.

The road was finally built, and when it was completed those who built it did not have any of the first mortgage or United States bonds. All were sold and the proceeds used in the construction of the work. Beyond that, those who built the road owed a debt that amounted to several millions of dollars more than could have been realized by the sale of all the securities that they were to have for the work, and all the assets of the railroad company added to that. But the builders of the road had to wait—and did wait for several years until the securities appreciated, and then they sold, and the money received for them was used to pay the floating debt created in the building of the road. I thought then—and think now—that those who created the property were entitled to much credit for what they had done.

The Union Pacific was built at the same time, but had no such physical obstructions to overcome as all know who know anything about it; and when built it had comparatively cheap fuel, which is the great item of expense in building as well as in operating. The construction of the Union Pacific "broke" some of its builders, and it is now in the hands of the receiver. The Northern Pacific was built at a time when it should not have cost one-half what it cost the Central Pacific, and I do believe the land grant that that company received was of more value than was the land and bonds received by the Union and Central Pacific. I am quite sure that the charges for transportation are less on the Central Pacific than on the Northern; but the latter is in the hands of the receiver, I think, for the second time. The Atlantic and Pacific (Atchison, Topeka and Santa Fe) was built at a time when it should not have cost more than one-half what the Central Pacific did, and this company is in the hands of the receiver, I think, for the second time. The Texas and Pacific received a large land grant, and it has been in the hands of a receiver twice, I believe.

The rates have been less, I do believe, on the Central Pacific than on any of the companies named, while the fuel has cost two or three times as much. No fault, I think, could be found with the builders of the other roads, as they did, I have no doubt, their best; but did not those who built the Central Pacific do better? I know we did the best we could for California, and I do believe a large majority of the people of the State believe with me, and will do us no harm. Very likely we have made mistakes. Those who do not make mistakes do not make anything. It, no doubt, was a mistake to put as much money as we did into dwelling houses when it was done, as we were owing at that time much more money than they all cost; and we have not owed less at any time in the last twenty-five years; although my house in New York that I lived in for twenty years cost me $57,000 and could have been sold at any time for more than I paid for it.

After the Central Pacific was completed, I was solicited by the members of the Board of Public Works of Virginia to assist in completing the Chesapeake and Ohio railroad, that had been commenced some thirty-five years before under the name of Virginia Central and Covington and Ohio, on which work had been continued from time to time under various names until the commencement of the war of the Rebellion, when the work was stopped. It was taken up by myself and associates in 1869. I had but a one-tenth interest in the work, which was continued until the panic of 1873, at which time all those interested in the property, except myself, refused to go on, saying that they would do no more; but I stayed by it, bought largely of the stock at from $1 to $3 per share; also of the first mortgage bonds, buying the bonds in the open market, at from 20 per cent. to 35 per cent. of their face value; then I completed the road and sold several millions of the bonds at from ninety-five to one hundred and three. I went on and bought old bankrupt roads until I had this side of the Mississippi thirteen different roads, which I completed, put in good order, and then sold, making much money by the operation; and all of it was made by buying in the open market the securities on bankrupt roads; then putting such roads in good condition and re-selling the securities that were now on good property, and all of which were paying their interest. By these operations, as I say, I made large sums of money, all of which I have spent in California. After selling the roads I bought on this side of the Mississippi River, I concluded that I would spend much of my time in California, and so I bought the property at 1020 California street, hoping to spend many of my remaining days in your State.

May be California will take no interest in what I have written in this letter, but I wanted to say much, for I do wish to have California think well of me and the works that I have helped to create. I have done what I thought was best for the State as well as for myself; so, I have nothing to take back, nothing to change, nothing to apologize for. I expect to be found fault with by those who have been stricken from the Southern Pacific pay-rolls, and those who want to be put on them and get the company's money without giving anything in return; and I shall also be denounced by the man who will not speak well of us, because we would not build a first-class cable road—say, seven miles from the bay over the hills to the shores of the ocean, and carry passengers the whole distance for a five-cent fare. It was something that he wanted done quickly, as he expected to get, at least, fifty cents a head from each of said five cent passengers, and that, too, at a less cost to himself than the Market-street road could transport his fifty-cent customer for. Now, while I expect that the few above-mentioned individuals will be bitter and unfriendly to me and to the interests I in part represent, I do hope, and believe, that a large majority of the people of California will be our friends, and I ask them to help us when we are right, as no man is independent of his fellows. Yours, very truly.

C. P. HUNTINGTON.

23 Broadway street, New York, September 7, 1894.

VOICE OF THE PRESS.

Expressions Selected From Editorials in Coast Papers.

[Riverside Enterprise.]

From the standpoint of political expediency the Democrats of New York have doubtless acted wisely in nominating David B. Hill for Governor of that State. Senator Hill's record in the Senate was in many respects not one to commend him to his party, although it must be conceded that in the closing days of the session just ended he did much to square himself. It cannot be denied, however, that Mr. Hill is very strong with the Democrats of the Empire State. If they can elect any man as Governor this year that man is Senator Hill.

PROPERTY AND SALOONS.

[San Jose Herald.]

It is business that will defeat the dives in the end. No man, not even the keeper of a saloon himself, wants a saloon next door to his place of residence, and he will not have one if he can help it. And no one who owns a good business building in a good business location will have a saloon in the block if he can help it, no matter how much he may be in favor of unrestricted liquor traffic for other people. And if this sentiment be strong in the city, it is ten times stronger in the country, where the saloons are most of them dens of the worst description. People in the country are therefore always ready to fight against a saloon next door to them, and no one could obtain a license to sell liquor on a country road if the people who live nearest were required to sign his application, as they ought to be. And it is about the same on the residence streets of the city. Every decent man regards a saloon in the block in which he lives as an abominable nuisance. His little children must pass it every time they go to school, or are sent on an errand of any kind, and he knows that in and around the best regulated saloons there are often sights and sounds which no child ought to see and hear.

THE RIVER QUESTION.

[Sutter County Farmer.]

A Congressional Committee from Washington is expected to visit this State this fall to investigate the deep water harbors and other contemplated improvements. The people of the State should be on the alert to present their case in the clearest and strongest light. By hard work California has secured some appropriations for the improvement of her rivers, and there should be every effort made to keep up the good work and secure further aid in the matter in the way of continued appropriations. The committee to visit the coast should be shown the condition of our rivers, and every opportunity given them to understand the situation, so that when such matters come up in Congress, the members of the committee can act intelligently on the same and overcome the usual opposition which arises when an appropriation is asked for and when the national law-makers are not posted on the question. When the river improvement situation of this State is understood properly at Washington, California will begin to receive her share of aid in that work.

THEY OUGHT TO AGREE.

[Tulare Register.]

The Populist leaders ought to get together and agree upon some points of faith with which they may keep pounding in something like unanimity of purpose. They are pulling at cross purposes and the only common ground they have is an evident belief that clap-trap and flummery are "good enough Morgans until after the election." A few of them are silver men through thick and thin; some of them, with old John Davis at the head, believe in grinding out paper money—to make a "poor man's dollar" that a banker will not have, while here comes Candidate Webster with an attachment to improve the Populistic doctrines generally accepted.

NO HOPE.

[Chico Chronicle-Record.]

Strikes may be settled, wars may cease, the day may come when battles will be heard no more, the day is not far distant we hope, when the white-winged dove of peace will perch upon the banners of the Woman's Suffrage Association of San Francisco, but none of us can hope to live long enough to ascertain to our own satisfaction which brand of baking powder is the best, or which make of typewriter is the most serviceable.

RULE OR RUIN.

[El Dorado Republican.]

The Populists have too much of the "rule or ruin" element in their ranks at present to lend much encouragement to those who believe in a reign of reason and not in a reign of prejudice. It is the Populistic fashion to attack every opponent as "a slavish tool of capital," and until they get rid of this boyish habit and get down to more argument and less denunciation, they will not receive a very strong following. While they are demanding other reforms, we suggest that they should consider the pertinency of the following ideas from the Fresno *Republican*. The habit of throwing hisses at public meetings and stones and bullets at officers of the law is not commendable. We have seen too many inclinations of that kind developing in Altgeld, Waite and Pennoyer, as leaders of the Populists, and the best men of the Republic will fight that kind of reform with bayonets before they will sanction it.

A BLESSING.

[Tulare County Times.]

Good roads are a blessing to any community. They are also an index to the advancement of any class of people. When Rome ruled the world it showed the people of those times how to build roads. The magnificent highways that traversed Italy and other countries were one of the secrets of the power wielded by that wonderful nation.

Many of the Eastern States in this country have managed after many years to secure a system of roads that have elicited much favorable comment. Even in some of the older communities on this coast the common highways are beginning to be pleasurably traveled both in summer and winter.

Of all the counties in California Santa Clara County perhaps takes most interest in its public roads. The principal roads in that county have been well and thoroughly graded and they are now kept sprinkled all summer. As a consequence the country driveways are not full of chuck holes and covered with dust. The people have found out that such roads pay and they are well satisfied with the results.

"Did the new soprano seem to make a good impression on the congregation?" "Pooh, no; there was really not one thing in her singing to find fault with."

ROYAL BAKING POWDER.

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder

ABSOLUTELY PURE

KNOX FOR SHERIFF.

What is Thought of the Strike Leader in Woodland.

Yolo County Disgraced by the Action of the Populist Convention in Nominating Him.

[From the Woodland Home Alliance.]

It has been about six weeks since we wrote an article that was printed in the *Home Alliance* and republished in the Sacramento RECORD-UNION, in which Mr. Knox's name was mentioned in connection with the strike and the train-wreck which occurred at trestle No. 2, in this county, and at that time we did hope, for the credit of the citizens of this county, that we would never have occasion to mention his name again in print.

While the trial of the train-wreckers was progressing, and Knox being one of the accused, his name was spoken of as a candidate for Sheriff of this county on the Populist ticket, and has been more or less mentioned ever since; but we did not believe that anyone meant it or that such talk extended any further than the non-taxpaying element, and we can hardly realize that such an outrageous mistake has been made by the Populist party as putting him up as its candidate for Sheriff.

Surely the Populist party is not wholly composed of non-taxpayers, but, on the contrary, a large portion of the party are not only taxpayers, but good, law-abiding citizens, and Mr. Rollins of Blacks voiced the sentiments of nearly every right-thinking voter in the party when he stated that he believed that it would be imprudent and unwise to nominate the accused train-wrecker for Sheriff of this county.

Mr. Scarlett of Yolo was put in nomination for Sheriff, but would not accept, and evidently he may live a long time before he has another opportunity to do so much good for the people of this county at so little expense. Mr. Scarlett was well qualified to fill the office, and would have been a credit to any party as a candidate to fill any office in this county. If he had accepted, surely he would have received the nomination for Sheriff, and by doing so he would have saved his party from having an accused train-wrecker placed on its ticket.

The news of the nomination of this boss striker has been spread all over the State, and the impression may be given to many outside of the county that he is a fair representative of the party that nominated him, which is not so, and the only factor that gave him a place on the ticket was a small, well organized portion of the delegates against the large number who were not organized and were opposed to having anything to do with him.

The expense of trying the accused train-wreckers in this county will be immense, but when it is compared with the disgrace and humiliation of nominating the originator and head of all our present troubles to the highest office in the county, the expense cuts a very small figure indeed.

Surely our lot has fallen in troublesome times. What have the people of this heretofore prosperous county been doing to have caused retributions to fall so thick and fast upon them? Why should it fall to their lot to have a man selected as a candidate for the highest office in the county, and who had nothing to recommend him except that he was the boss of a big strike that terminated in derailing a train, causing the loss of five valuable lives, as well as the destruction of a large amount of property, and he being accused of the diabolical crime, with strong circumstantial evidence of his guilt?

It is said by the friends of Knox that there has been no evidence to prove his guilt in having anything to do in wrecking the train at trestle No. 2, and, therefore, he has done nothing wrong; but can it be possible that they are so pitifully ignorant as not to know that if the boss striker had never declared the strike on, and ordered the men to quit work, the train would not have been wrecked, and the five men would not now be moldering in their graves?

The admirers of this accused train-wrecker seem to emphasize their own statement that the train was wrecked, but that the accused had nothing to do with causing the disaster; and for the purpose of making their case as good as it is possible to make it, we will just assume that there was no train derailed and no lives lost, and then see what kind of a case can be made against this candidate for Sheriff.

Up to, and a long while before, the 20th of last July the Southern Pacific Railroad Company had a large number of laboring men employed in its shops and on its trains, all of whom were satisfied with their pay and work; in fact, they admitted that they were the best-paid and best-used railroad employes in the world. While the Southern Pacific employes were receiving good pay and had steady employment, there was another army of laboring men, as good as those who were so fortunate as to have good jobs on the railroad, who had no employment and were ready and willing to take the places of any of them who vacated theirs for any cause.

About that time there was a strike for higher wages on the windy lake, 3,000 miles away, in the car shops of one Pullman, who had imported an army of pauper laborers from the other side of the Atlantic Ocean to do his work. And it is proper to state that the foreign laborers employed in Pullman's shops could not speak the English language and would not permit anyone to work who could.

Up to the time of the Pullman strike, the laboring men in the employ of the railroad company had never had any trouble with their employers, and a large number had peaceful homes of their own, but unfortunately for them there was a man among them who had control of switch engines, and whose name was Knox.

This man assumed much authority, and claimed to have received inspirations from one Debs, of the Windy City, and, wishing to use his assumed authority, he ordered the men out of the shops and all the trains stopped. This cruel order of the heretofore unknown switchman caused his name to flash all over the States bordering on the Pacific Ocean, and wherever it went it carried distress, vexation and inconvenience. Surely there are thousands of persons on this coast who have many good reasons for wishing that they had never heard his name. And more, he violated not only the State laws, but National, by taking possession of property which did not belong to him, by killing engines, stopping trains and obstructing the mails, thereby causing many to suffer for days and weeks, all of which Knox claims was done in the interest of the laboring classes, but we will now see how much they have been benefited by it.

Sixty days ago the Southern Pacific had a vast array of laboring men employed at wages which they said were satisfactory. Now how is it with that large portion who took an active part and followed Knox?

Some of them are behind the bars and their families are suffering for the necessaries of life; others are out of employment, some of whom had homes nearly paid for, and are now without hope of lifting the small mortgage, which could have been done easily had they remained at work; others have been driven to dissipation on account of idleness, and some have gone into the drunkard-making business. None have been benefited, unless they have learned that violence committed in the name of a labor strike is a crime, just the same.

But where is their leader, who is the author of all their troubles, and what is he doing, and what has the strike done for him? It has taken him from the dirty smokestack of the switch engine, elevated him to the stage and made him a candidate for Sheriff of Yolo County. He now spends his time endeavoring to make people believe that he is a friend of labor; that he had nothing to do with the derailing of the train and that this rich and heretofore proud county, but now disgraced, ought to make him Sheriff, when he was the cause of its disgrace and humiliation.

Shame on those who have aided him in his unworthy aspirations, and by doing so have caused an example to be made that may create more unnecessary strikes, more train-wrecking and more loss of valuable lives.

WILLIAM RUFFNER.

WILL BE ELECTED.

Grove L. Johnson Will Be Our Next Congressman.

[From the Sunday News.]

The sound discretion of the people of the Second Congressional District is manifesting itself in renewed interest in the contest between Grove L. Johnson and A. Caminetti. Of course the trend of public sentiment favors Mr. Johnson. The people realize that he, above any other man in the district, can be relied upon to devote his best energies and all his unconquerable zeal to the welfare of the people of the whole district. As the canvass progresses it becomes more and apparent that popular sentiment is growing in this direction. Conscience and self-interest both unite upon Mr. Johnson as the man of all men to represent this people in Washington. In the great struggle there among the distinguished citizens of the Republic, where conflicting interests, sectionalism and fierce partisanship contend eternally, Grove L. Johnson will be heard and his influence felt and recognized. His most exalted ambition will be to earn the approval of his friends, the people who will intrust to him the important responsibility of representing them in the Congress of the United States. He will make a record there that will at once bring Sacramento and California into a position of prominence in the nation, and bring to him the reward of the people's commendation.

As to Sacramento, every citizen in this county ought to vote and work for the election of Grove L. Johnson. If it were possible, this county ought to vote for him by acclamation. Let us unite for once in a mighty effort for a Sacramentan and Sacramento interests. We are a rich and prosperous county, but not so rich or so prosperous that we can afford to cast away an opportunity like that afforded in the candidacy of Grove L. Johnson. We believe the people are alive to the occasion, and that he will go to Congress by such a majority that it will be as a testimonial of the people to his distinguished abilities and of their faith in him.

NEW PUBLICATIONS.

"Macmillan's Magazine" for September (London and New York, Macmillan & Co.) has these papers: "The Historical Novel," by George Saintsbury; "A Forgotten Fight," by Lieutenant-Colonel Hill; "The Treasure of Sacramento Nick," by Guy Boothby; "At the Board of Guardians"; "Philornithus in the Park"; "The Complete Leader Writer," by Himself; "The Little Chorister"; "Old Parr," by Charles Edwards; "Ravenna and Her Ghosts," by Vernon Lee; "Some Thoughts of Chateaubriand." We look upon "Macmillan's Magazine" as one of the best anywhere published. It is never trivial, never heavy overmuch, never dull; it is dignified, classical, critical and broad in its adoption of papers, while conservative and strong in all things.

"Romance" for October (New York) has these charming short stories, every-one a gem: "A Wingless Victory," Edith R. Crosby; "The Blue Hussars," Erckmann-Chatrain; "S'repty," Jennie Collins; "In the Land of the Banshee," Urania Locke Bailey; "The Origin of Opium," Lal Behari Day; "Denkichi the Discontented," from the Japanese; "The Abandoned House," Francois Coppee; "My Cousin Louise," Vast Riconard; "The Canyon of the White Horse," R. L. Ketchum; "Maximilian and the Geese," anonymous.

The "Photographic Times" (423 Broome street, New York) is at hand for September, late but none the less welcome. It has a delightfully beautiful art work, a photogravure, entitled "The Coquette," a bit of figure and portrait work to delight the eye of the artist and the admirer of art. There is also a full-page view of Waterloo Bridge, London. The pages are filled with matter of concern to the photographer. How any artist in that line can do without the magazine puzzles us—it would seem to be indispensable.

The "Quiver" for October—American edition (The Cassell Publishing Company, New York and London)—is at hand, crisp, bright, filled with good Sunday and general reading of high moral tone, versatile, able and altogether a most desirable family magazine.

Mining at Folsom.

George O. Bates went up to Folsom on Saturday to take a look at a mine in which he is interested. It is located on the flat near the railroad depot, and is said to have prospected well.

Operations have been considerably delayed by water, the pump first put in not being of sufficient capacity. A new one is now in operation, and Mr. Bates thinks they will soon be taking out gold in fair quantities.

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A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant.

40 YEARS THE STANDARD.

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WASSERMAN, DAVIS & CO.

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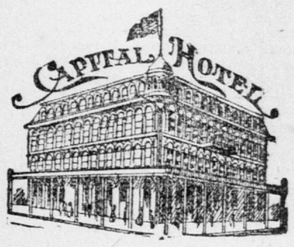

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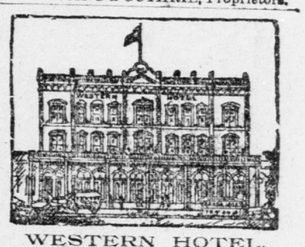

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Accommodations FIRST-CLASS. Free 'Bus to and from hotel.

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