

PACIFIC RAILWAY DEBT.

Joseph Nimmo, Jr., on the Equities of the Case.

The Great Statistician Writes of the Original Roads and the Competition of Their Rivals—Benefits to the Country and the Pacific Slope.

Joseph Nimmo, Jr., the great statistician, whose reputation for accuracy and integrity have never been questioned, writes the following letter to the New York Tribune, which was published in that paper on February 18th:

Within the memory of living men the country has had two opposite exhibitions of public sentiment in regard to the road question. The first of these manias manifested itself in general railroad laws whereby speculators railroad promoters were able to secure from the Government enormous value, in reckless public indebtedness and subscriptions to even the wildest railroad schemes, and in the remission of all whose claims rested upon the powers of the Government. On the very heels of this mania in favor of railroad extension at any cost came a more senseless and much more harmful mania which has pressed itself in opposition to railroad management generally, and which seems to proceed upon the idea that a railroad company is in some sort per se a public enemy. This sentiment has been developed as a political issue on the Pacific Coast, and particularly in California. The craze has even reached the point where the people of that State demand that the United States Government shall purchase, and that the people on the Eastern side of the continent shall be required to contribute to operating the Union Pacific and Central Pacific Railroads for the benefit of the people of California. This proposition bears upon the fact that the Government's oppression of generosity and patriotism which led Artemus Ward to be willing to offer up his wife's relations upon the altar of his country, and to the fact that the most serious obstacle, however, to the present settlement of the Pacific railroad question appears to arise from the fact that it has been proposed to consider longer the possible mistakes of the dead past. Its duty is to view the whole question in its most practical aspect, and to make the best practical adjustment of the business now practicable.

The subvention granted to the Union Pacific and Central Pacific Railroads consisted of a grant of the public credit to the extent of \$64,625,512—the principal of the present debt—and a land grant. The value of this grant was estimated at \$100,000,000 by the fact that the more valuable lands in California had already been covered by prior Spanish claims. Again, the alternate sections retained by the Government were advanced in value many times their original value as a result of the construction of the railroad, the balance of advantage thus falling largely on the side of the Government.

Besides, the land grant was not an available asset during the construction of the road. The Government, having fallen far short of the amount needed for the construction of the road, the Government realized the necessity of subordinating its long term rank to a second mortgage, in order to give the companies to secure funds in the money markets on a first mortgage.

With the successful negotiation of this new and first mortgage, the roads were finally completed and ready for business. They constituted the only through line connecting the West with the East, with its already teeming population, and the fertile area of the West coast, sparse in people, but rich in possibilities. By means of the roads, the United States army of the United States was placed in position to patrol without a tinge of the old trouble and delay the whole of the government's territory, and the whole of which were thus secured to the Union from foes without or within. A veritable empire had been as surely gained by this master stroke as any that has ever been acquired by the sword in bloody conquest. The companies, on the other hand, almost immediately felt the quickening pulse of a trading center, and rapidly multiplied, and which produced a speedy realization of the hopes of a great prosperity. Nothing seemed to stand in the way of a rapid and satisfactory fulfillment of the contract between the Government and the companies.

It was the situation up to the moment when Congress, by granting aid to another and later a third rival transcontinental railroad, changed the course of events and introduced a new factor that upset the careful and deliberate calculations of the brightest minds in the Administration. Had the general situation continued as it was at that point, the completion of the pioneer roads, there is no reason to doubt that the outcome of the Government's original policy would have been a gratifying conclusion for both parties to the contract, but the building of the later roads through the aid of free rights of way and enormous land grants from the Government, engendered a sharp competition, which beat down the transcontinental rates more than 50 per cent, and at this reduced point the Government's policy was easy to believe, in view of the fact that in the ultimate bearing upon the development of the country, the construction of two more lines across the continent such a policy was a most commendable and far-sighted one, from a National standpoint; but it cannot be denied that the effect of it upon the two original enterprises, which had cost, by reason of the circumstances, such excessive sums of money, was disastrous and the most serious blow that could have been inflicted on them; and it constitutes another of the historic equities which cannot be ignored in any fair treatment of the subject.

The question at issue to-day relates to the redemption of the depreciated Government second mortgage bonds. This is provided for in a bill now pending in the House of Representatives, and commonly known as the "Helly Hill." In its issue of the 31st of January, the Tribune related the history of this method of settlement in the following succinct statement: "During the last ten years every Secretary of the Interior, every Secretary of the Treasury, every Commissioner of Railroads, every Board of Government Directors, a majority of the Investigating Commission of 1887, and President Cleveland twice in his annual messages have recommended the refunding of these debts on substantially the same lines as those laid down in the bill now pending in the House."

Viewing this question in its national bearings, let us see what the Nation has gained and lost by the refunding, omitting the element of interest, which is an accurate adjustment of bookkeeping would count more against than in favor of the Government. The first of these is intense historic interest. At a time when the best informed engineers and financiers regarded the construction of a railroad across the continent as an impracticable, or at least an extremely hazardous undertaking, the War of the Rebellion broke out. The Government of the United States, in the face of every consideration of financial expediency, the Western Slope must be connected with the East by the iron hand of a railroad track. The light of the political objects which were then uppermost, the expenditures made by the Government has been amply vindicated, even if not a dollar of the money subscription shall ever be returned to the Treasury of the United States.

Again, it has been a hundred times proved that the Government has saved in reduced cost of transporting the mails and military supplies, an amount greatly in excess of the total money subscription of \$60,000,000 for the construction of the transcontinental railroads has besides been the most important condition in the solution of the Indian problem, and thus of saving an enormous amount

absolutely essential to the adequate protection of that irremissible westward course of empire which began at Plymouth Rock in 1620. A large proportion of this migration to the Pacific States was composed of original settlers of the Pacific Coast States. It is impossible to estimate the value of this service rendered by transcontinental railroads, but it is many times exceeded in value the total Government subvention to the Union Pacific and the Central Pacific, in lands and in money.

But the most important feature of the case is the fact that the construction of the Union Pacific and Central Pacific Railroads has been an essential condition in the creation of an enormous amount of wealth, and in the development of vast resources in the States traversed by the main lines and branches of those railroads. The figures, according to the National census, are as follows: Value of real and personal property in the States traversed by the Union Pacific and Central Pacific Railroads, in 1870, \$1,029,602,185; in 1880, \$1,029,602,185; in 1890, \$2,252,276,306.

Increased wealth in twenty years, \$7,222,674,121. This increased value of property in the States traversed by the Union Pacific and Central Pacific Railroads, it may even be asserted beyond the possibility of dispute that about 75 per cent of the increase in the single Territory of Utah exceeding the entire cost of the two original Pacific railroads, of which development the construction of these lines constituted an essential condition. In this development in Utah many times exceeded the amount advanced by the Government. The policies which play about a subvention of \$100,000,000 and losses sight of the import of \$7,000,000,000 is pretty small politics.

But let us look at the economic and commercial results of the construction of the Union Pacific and Central Pacific Railroads in the light of the development of traffic between California and the Pacific States. The fact that California finds her chief market for the product of her various industries. During the last ten years, mainly as the result of her transcontinental connection, the value of her exports has been the banner State of progress. Within this period the increased value of farming lands, including fences and buildings, advanced to \$100,000,000 per cent, but for California it was 166 per cent. The increased value of farm products for the entire United States 11 per cent, while for California it was 60 per cent. The annual value of the agricultural production of California now very largely exceeds its mineral production, and the value of her exports is placed gold mining. This agricultural prosperity has been mainly due to the rapid development of transcontinental railroads, the most important of which is the shipment being fruit and wine. The growth of this traffic is illustrated with respect to the fruit trade as follows:

Table showing fruit trade statistics for California from 1873 to 1894, including values for various fruits like grapes, oranges, and lemons.

There are other data in regard to transcontinental rates and rates in California and the Pacific States which are of an instructive nature. The average rates per ton per mile on the Central Pacific Railroad and its branches in 1872, and on the Southern Pacific system and the Central Pacific system, in 1893, were as follows: Rates per ton per mile, in 1872, 3.66 cents; in 1893, 1.42 cents.

This average rate of 1.42 cents per ton per mile compares very favorably with the rate of 1.24 cents per ton per mile charged on the railroads of the New England system, and the rate in 1872 was more than two and a half times the rate in 1893.

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HOGAN AND THE QUILT.

John Told a Pretty Romance, But It Did Not Help Him.

When John Hogan was in the Police Court yesterday morning to answer to a charge of petit larceny in stealing blankets from the back yard of a saloon frequented by the police, he was depicted in every lineament of his face as a man who stole blankets. They weren't blankets, anyhow; they were quilts. You see, it was this way—I am well known in that saloon, and had occasion to pass into the back yard, where I saw that one of the quilts had fallen off the wall into the alley.

"Well, now, to tell the truth, I staggered again the quilt, for you see, I was kinder drunk like, and that's how it fell into the alley, so I goes around after the old thing, and just as I was rolling it up to throw it back over the wall I gets collared by the top I had no intention of stealing, I told you that now."

"Hogan, you've been in this court before, have you not?" asked City Attorney Brown in a P-m-dead-on-you tone of voice.

"Well, yes, sir, once or twice."

"What was the cause of your last appearance before this tribunal?"

"I stole \$5 from a nice saloon."

"Hogan," said the court, "I find you guilty, and the judgment of this court is that you be confined in the County Jail for a period of six months."

"SUED FOR A BIG SUM. John Kelly's Claim Against the State for \$138,521 58.

John Kelly, who for many years has been the gardener at the residence of the late Leland Stanford, at Eighth and N streets, in this city, has commenced suit in the Superior Court against the State for the recovery of \$4,595 08, alleged to be due on the assigned claim of thirty-one employees of the late Constitutional Convention, which was in session in this city in 1878 and 1879.

He also sues for the interest on that amount, which he estimates at \$73,364 90. The total amount sued for is \$138,521 58. Peter J. Shields and Hiram W. Johnson are Kelly's attorneys.

It will be remembered that the Constitutional Convention was in session a long while after the expiration of the time originally fixed for its adjournment, and Kelly advanced money to the employees during their sejour there. These claims, however, were not allowed by the State, and although Kelly had applied to the Legislature after another for his pay he never got it. He has therefore gone to the courts for relief.

AMUSEMENTS. At the Clunie Opera-house this evening the scenic success, "The Bottom of the Sea," will be repeated. It is a very attractive play, a rich spectacle and is spiritedly acted by Mr. Webster, Mr. Jackson, and Mr. Burdette, and Mr. McCurdy in the leading roles.

At the Metropolitan Theater, Monday and Tuesday evenings next, Nellie McHenry, the comedienne, in "A Night at the Circus." It is a farce-comedy with a plot, something rather exceptional to this style of entertainment; nevertheless, the circus life has been depicted in a most interesting and amusing manner, and will be followed with a great deal of interest. It had great success in San Francisco, and it is agreed presents Nellie McHenry in a better advantage than anything in which she has appeared. Miss McHenry, in this class of a play, is not an unknown quantity at producing laughter. She has long been one of the most popular figures at stage mischievous-making before the public. She has probably appeared more continuously in farce-comedy than any other actress in America, having begun in that line of work some fifteen years ago, when she played the leading soprano role in one of the first plays of this order put upon the boards, called "The Brook." The play took its name from Tennyson's "The Brook," and was wont to signify to the public that its fun "went on forever."

This for a long time was seemingly so, for "The Brook," with Miss Nellie McHenry in it, continued in the highest popularity up to a few years ago.

Criminal Cases Continued. On account of the number of cases which of late have occupied the time of Judge Catlin, the cases of the people against C. A. Wagner, charged with grand larceny, and Ed Jordan, charged with accepting a bribe, have been continued until next Monday, and the case of M. Ferris, charged with forgery, until one week from to-day.

CROCKERY AND GLASSWARE HALF-PRICE NOW. Will be twice as much when we are sold out. At 518 J street.

SARSAPARILLA AND IRON.—Get it from the sole agent, McMorry, 531 M street.

BOOKBINDERS. BOOKBINDING IN ALL ITS BRANCHES. D with good work and promptness. E. W. BIRNBAUM, 319 J street, Sacramento.

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LAND CONTESTS.

One That is Consuming Much Time in the United States Land Office.

The case of Leach and others, mineral claimants to the Mammoth and St. George quartz mines in Amador County, against Frank M. Potter, the agricultural claimant, is still on trial in the United States Land Office before Register Thomas Fraser and Receiver Charles F. Gardner. This is the seventh day of the trial, and the case will probably continue several more days.

On last Sunday the Register and Receiver visited Grass Valley and made an official examination of the Gold Bar and Ohio quartz mines, adjoining the town of Grass Valley. This examination was made in view of the conflicting nature of the testimony in the case of the tentative application of Grass Valley against the Gold Bar quartz mining claim of W. H. Weldon and others, mineral claimants, the agricultural claimant, SHELLEY BARRY, M. E. C. Richard Ryan, the adjoining farm homestead claimant.

Notaries Public. Governor Budd has appointed and commissioned the following as Notaries Public: J. Kuenzly of Colfax, J. M. Green and W. C. Parker of Santa Cruz, and Charles Bradley of Alviso, Santa Clara County.

OUR crockery and glassware sale is fast drawing to a close. Buy your household goods before it is too late. 518 J street.

MEETING NOTICES. CALLED MEETING OF CONCORD Lodge, No. 117, P. O. A. M., THIS (Thursday) EVENING, Feb. 28th, 7:30 o'clock. Work in third degree. Visiting brothers cordially invited. M. T. COLLERS, N. W. M.

CALIFORNIA TEMPLE, No. 1, RATH-bone Sisters—Regular meeting THIS (Thursday) EVENING, at 7:30 o'clock. Entertainment. SHELLEY BARRY, M. E. C. Mrs. GEORGIA GUTHRIE, M. O. R. and C. M.

M. I.—REGULAR MEETING OF CAPITAL Council, No. 11, THIS (Thursday) EVENING at 7:30 o'clock. All members and visiting brothers cordially invited to attend. (BC 11) J. J. MORAN.

LOST-FOUND. LOST-A BUNCH OF KEYS, with chain attached, on Capitol grounds, east side. Suitable reward at 910 L st. Feb. 27.

PERSONALS. PROFESSOR FRED BELL, PIRENOLOGIST, Physiognomist and Magnetic Healer. Office hours, 10 to 5. This office is open to all. 909 Tenth street, opposite the Hotel. (Can arrange to visit patients at their homes.) Feb. 27.

ALL LADIES, NEAR OR FAR, SAFE, quick care guaranteed. Any disease of irregularity, discharges, danger avoided; sure relief, though others fail; travelers treated; low fee; address sent, call or write; strict confidence. Room 1, 415 J street.

TAKE YOUR GLOVES AND SLIPPERS to F. & G. THOMAS for best and quickest work. 1011 Sixth street.

FRANK H. WING HAS REMOVED HIS Rubber Stamp Factory to Old Postoffice building, second floor, office, Room 16.

MISS M. A. YECKLE, STENOGRAPHER and typewriter, 1007 Fourth street.

NOTICE TO THE PUBLIC.—THE MOTTO of the Acorn Shaving Parlor is to do all in their power to give patrons the best possible service, clean towels and hot and cold water for everyone, and none but first-class workmen employed. Send, call or write; strict confidence. Room 1, 415 J street.

HORSES, HARNESS AND WAGONS at Rice's feed and sale stables, 12elfth, I and J.

A RARE CHANCE FOR A TRADE.—I have 50 acres of fine fruit land there in this State. The best fruit, which has just been completed, runs through it, so that you get 100 per cent of it irrigated. The tract is in Lodi, California, only 14 miles above Auburn, and has the railroad station just across the street. The land is surrounded by fruit orchards. It is a fine olive farm adjoins it on the west. Hay, stock raising, and all other things considered, vineyard on the south. Here is the location for a country store, blacksmith shop, butcher shop, Postoffice, and all other things, and a sanitarium for health it is unsurpassed in this country. Here is a chance for you. Price, \$2,000; and will trade for a house and lot or vacant lot in Sacramento, Oakland or San Francisco. Address P. O. Box 354, Sacramento, Cal.

FOR CLEANING WATCHES, \$1 for main springs; all work guaranteed. 419 K street, next to Metropolitan Theater. Cash paid for old gold and silver.

DRESS AND CLOAKMAKING. MRS. C. J. ADAMS, FASHIONABLE dressmaker, has opened her parlors at 122 1/2 Sixth street, and wishes the public to give her the best of patronage; elegant suits, mourning suits and tailor-made suits for \$3 up. Feb. 27-11.

DRESS AND CLOAK MAKER—CLOAKS made over; suits, \$3, \$5 and \$10. 122 1/2 Sixth street.

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WANTED.

YOUNG MARRIED FOREIGN COUPLE, without children, want position on a farm. Husband is good farm hand and understands milking and is good cook and housekeeper. Apply Old William Toll House, Ninth and J streets. Feb. 27-28.

WANTED—BY APRIL 15TH, furnished housekeeping rooms with modern conveniences, for quiet couple. Address G. N., 1212 Tenth street. Feb. 27-19.

WANTED—TO RENT, A PIANO IN GOOD condition. Address T. B., this office.

TWENTY TO 50 ACRES GOOD ALFALFA land suitable for dairy; not more than two and a half miles from city. Address Z. W., this office.

AN EXPERIENCED SOLICITOR FOR A dyeing and cleaning business. Apply 1011 Sixth street.

LOOK HERE—A MAGNIFICENT OPPORTUNITY for a man of energy, lady of gentleman. Inquire of E. BERGMAN, 420 J street, this city, between the hours of 9 a. m. and 12 m.

TO LET OR RENT. TO RENT CHEAP—20 ACRES, 4 MILES from city; small vineyard table grapes and orchard. Address Box 20, this office. Feb. 27.

TO LET—FURNISHED FIRST FLOOR of house 722 Eighth street; no children.

1828 G STREET—THE LOWER PART of house of 4 or 6 rooms; rent very reasonable.

BLACKSMITH-SHOP IN GOOD LOCATION, corner Eleventh and T streets. Inquire next door.

719 L—A DESIRABLE NEWLY FURNISHED housekeeping rooms, with bath.

FURNISHED ROOMS AT THE BERRYS, cor. sixth and L. Strictly first-class.

TO LET—SUITE OF ROOMS WITH PIANO to gentleman with reference. Apply this office.

1206 K STREET—A NICE FURNISHED room; good location.

909 TENTH ST.—FURNISHED ROOMS; also, rooms for housekeeping.

LOWER PART OF 5 ROOMS; BATH, HOT and cold water. Address C. F., this office.

1108 FOURTH STREET—FURNISHED room, \$1 and upward per week; nice front suite. Mrs. W. A. CASWELL.

1321 NINTH ST.—HOUSE OF FIVE ROOMS. Inquire Eagle Bakery, 826 K.

BOARD AND LODGING. 1018 J—A. B. GILMORE, PLYMOUTH Restaurant, board and lodging; good food, clean and reasonable rates. Call and give us a trial.

130 K STREET—NEWLY FURNISHED rooms, single or en suite, with or without board. Prices reasonable.

MANSHION HOUSE, SEVENTH AND I AND J streets—Specially the best place in the city, comfortable clean and homelike; rooms single or single, with or without board; good board, \$4 per week.

FOR SALE. 8250 WILL BUY LOT 80X160 IN THE 2550 Sherman & Parker tract. Inquire of COOLEY, 1013 Fourth street.

HORSE AND BUGGY, \$100; HALF race track. See GARDNER at Race track.

HORSES, HARNESS AND WAGONS at Rice's feed and sale stables, 12elfth, I and J.

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