

THE RAILWAY PARTY

A Train Load of Southern Pacific Officials.

President Huntington, Col. Crocker and Six Others.

They Visited Santa Barbara and Santa Monica Yesterday.

An Interview With President Huntington—He is Reticent—Vice-President Crocker's Views—Their Plans.

The long-expected party of Southern Pacific officials, headed by President Huntington, arrived in this city yesterday afternoon, and went on to Santa Monica where they spent the night. The party consisted of President C. P. Huntington, Vice-President C. F. Crocker, Third Vice-President J. C. Stubbs, General Superintendent J. A. Fillmore, C. F. Smurr, general traffic manager, Arthur Brown, superintendent of bridge building, Ben Welch, master car-builder and H. J. Small, general master mechanic.

The special train carrying the party consisted of a baggage car, two private cars, the Sacramento and the Oneonta, and a director's car. It arrived at Santa Barbara at 11 o'clock in the morning. A deputation of prominent citizens of Santa Barbara met the train at the Victoria-street station and most of the members of the party were induced to take a ride about the town in carriages which had been provided. The train waited at Santa Barbara about an hour and a half. Mr. Huntington after a short drive in the section of the town was taken to the Arlington hotel and an informal reception was tendered him in the parlors. The matter of the completion of the line from Santa Margarita to Ellwood was brought into conversation several times, but the president avoided making any statement as to definite time, and contented himself with saying that the project would be carried out at the earliest period when it was considered by the authorities of the road to be a feasible business proposition.

A little after noon the train started for Los Angeles, and ran through, making only two brief stops. It arrived at the Arcade depot at 4:30.

A reporter of this paper came on board the train at Santa Barbara and was courteously given transportation to Los Angeles. Mr. Huntington was found in the parlor of the directors' car together with Colonel Crocker and Messrs. Stubbs, Fillmore and Smurr. True to the tradition of his order, as a prominent official of a great railway, Mr. Huntington was unwilling to do much talking, and such replies as he gave to questions were in the form of generalities, having no special importance as news.

"I know the HERALD very well," said he, "and have long regarded it as an excellent exponent of the development of the southern section of the state. The Southern Pacific road is profoundly interested in everything that tends to the increase in wealth and population of the southern part of California. The interests of the road and the section are identical. We are here to stay and we do not propose to be behind hand in doing our share of what is necessary to fire up the country. I believe that this section is all right—that it will soon enjoy good times again—better than it has ever seen before, because based on a securer foundation. I am not in a position to make any statements with regard to the plans of the road in the matter of construction in this part of the state, for the reason that as yet we have no plans—none at least that involve action this year. The coast line is to be completed just as soon as we can reasonably resume the work. It is an expensive and a difficult undertaking, as is well known.

"With regard to the union depot project in Los Angeles, the matter has been recently brought before us and in a way under consideration. A union depot would doubtless be an excellent thing, but we are very well satisfied with our present facilities."

On several of the matters which came up in the brief conversation, Mr. Huntington declared that Colonel Crocker was much better informed than he was himself. The reporter appealed to him with a variety of questions, to which answers came about as follows:

"What people are, as a rule, most anxious to hear about in the affairs of a railroad is its plans for the construction of new lines. Unfortunately, just at present we have no work of this kind in this vicinity which we are considering with a view to undertaking it in the immediate future. There are plenty of places where it is a perfectly clear case that development must come before very long. Take for example the line from Burbank through the Simi pass to Santiago. It has been planned and will in time be undertaken, I have no doubt, and will help to develop a very fine piece of country. But before any such piece of work is undertaken, it must be carefully considered with a view to ascertaining how soon it can be made to pay and whether the road will not find the investment more satisfactory in the long run by delaying it for a time. The present is rather a bad era for railway construction, especially in this section of the union. Most of the roads of the country are passing through a period of hard times, owing to the general depression of business, which diminishes their traffic, and also to the steady falling of rates. The only way to make railway securities a desirable profitable form of investment is for the roads to limit construction to territory that will afford satisfactory traffic.

"As a matter of fact, Southern California is at present very well equipped with railroad lines. The relations between the Southern Pacific and the Santa Fé are quite harmonious, and while this is so there is very little cause for our paralleling any of their lines, and between them and our system in the southern country is pretty well covered.

"The improvements at San Pedro were discontinued for the reason that the traffic through that point had suffered such a considerable falling off. When we undertook the construction of the deep water wharf we believed that there would be ample business to justify it. The work can be resumed at any time when business picks up again.

"The last winter has been a hard one for the Southern Pacific, owing to the ravages of the storms both in the southern and northern part of the state, interrupting traffic and putting the company to greater expense in the repairing of the line."

Colonel Crocker then asked a number

of questions about the present condition of business in Los Angeles, and the prospects of agricultural development in the surrounding country. He said that he had not seen Los Angeles for two years, and expected to find great changes. Many of his questions were answered by C. F. Smurr, whose residence in this city while serving in the capacity of assistant traffic manager gave him familiarity with the subject, and whose admiration for the section made him an enthusiastic exponent of its progress.

Mr. Stubbs, when asked about the prospect of further rate changes, said that the war from Kansas City to Chicago seemed likely to come to an end very shortly, if recent advances from the seat of hostilities were to be credited, and that in a short time the roads would probably come back towards the original schedule of rates.

As the party neared the city Colonel Crocker stood out on the platform of the car in order that he might get a better view of the San Fernando-street yard, and also to take a look at the viaduct. He was anxious also to see the proposed site of the union depot.

Today the party will return to the city from Santa Monica as early as possible and run down to San Pedro. They expect to return from the latter place about 11 o'clock and a reception and a drive about the city has been arranged by the chamber of commerce. The party expects to leave for the east tonight. Most of its members will go only as far as El Paso, but President Huntington will go on to New York.

ROBBED THE BEES.

How a Deputy Recorder Obtained Some Honey.

A colony of bees some time ago settled in the boxing of the porch of a residence in the southern part of the city. The presence of the buzzing insects caused the inhabitants of the domicile considerable annoyance, but it was thought best not to disturb them until they had accumulated a store of honey; so they were left unmolested until a few days ago, when it became evident the little honey-gatherers had about filled their quarters with the sweets of flowers. But how to get at their nectar store; that was the question. There was none in the household so rash as to assail the stronghold of so well-armed an enemy.

Finally, Mr. L. R. Paxton, one of the County Recorder's able deputies, volunteered to accomplish the robbery for a share in the booty. Muffling up his head and placing a wire screen over his face, and buckskin gauntlets on his hands, at it he went. He thrust his arm boldly into the hole among the buzzing, seething mass of bees, and proceeded to tear out the combs of delicious honey. But instantly he felt a shock as if from an electric battery. A thousand red-hot needles seemed to penetrate his hand. The buckskin gauntlets proved to be not bee-proof. Their poisoned spines were thrust again and again through the glove, but fortunately they could not sting deep into his hand. With a nerve that is begot of a determination to win, Mr. Paxton bore the pain and completed his task. The honey was secured and the bees exterminated. When his gloves were taken off twenty-three stingers were removed therefrom. How many more stings were received is not known, but it was several days before his hand was reduced to its normal proportions. This is believed to be the most consecutive case of bee stings without serious results on record.

PACIFIC SHORT LINE.

Active Work Being Done to Bring About Its Completion.

The Salt Lake Tribune has this to say about recent developments in the matter of the Pacific Short line, which is the latest transcontinental route to get into Salt Lake City:

President Millard R. Jones and wife and Vice-President and General Manager D. Mackenzie, of the Pacific Short line, arrived from the east yesterday and are at the Walker. Mr. Jones said to a Tribune reporter they were here to look after certain matters connected with the road, which is progressing satisfactorily and is in better standing now than ever before. A fifty miles of track have been laid west from Sioux City, the rails going down at the rate of two and a quarter miles a day. The line is graded to O'Neill station, 130 miles westward in Nebraska, and the work will be pushed right on to completion without any let up. Contracts have just been let to Scullen & Stacey, of St. Louis, to build the 800 miles from O'Neill to Ogden for \$18,000,000, in round numbers. The rolling stock has all been ordered, and some of it delivered. A great feature of the road will be the magnificent iron bridge across the Missouri from Sioux City, to cost \$1,500,000. It will have two draws, one near either shore, as required by the United States government, as the channel shifts occasionally from one side to the other. But the draws will rarely be used; navigation on that part of the stream is not at all pressing. The bridge will have in addition to the railway a roadway on either side for vehicles and electric cars, while between the two roadways and the railway are passages for pedestrians. At present a trestle is being used, but the iron structure goes up at an early day. The route west of the Wyoming line will be selected before long.

A ROPE.

It Frightened a Man Away From Ingewood.

Yesterday afternoon a man who claimed to have been the proprietor of a hotel at Ingewood, told a private detective a rather sensational story, which could not be corroborated last night, owing to the fact that both telephone and telegraph communication with that place had been cut off. He first went to the district attorney's office in the Lanfranco block to obtain a complaint, but finding it closed went to the detective and stated that earlier in the day a party of masked men had called upon him at his home at Ingewood. One of the men carried a long rope, with a loop on the end of it, which they informed him they intended to lynch him with for using his tongue too freely. After a desperate struggle with two of their number he managed to make his escape, and with all haste he struck out for this city. He refused to give his name to the detective, stating that he intended to remain in town and call upon the district attorney the first thing in the morning, and see that the would-be lynchers were brought to justice. Very little credit is placed in the man's story as he was in an over-excited condition at the time of his meeting with the detective.

Indiana Harmony.

Attorney General Michener, the "ablest politician in Indiana," as he is called, is in town. He and Bruce Carr, the state auditor, are negotiating about some of the Indiana bonds. Mr. Michener is a short, stout, black-bearded, bright-eyed man of 40, and he is an aspirant for the United States senatorship which Mr. Voorhees will vacate on the 4th of next March. He believes he will succeed. Since Colonel John C. New went to London as consul-general, Michener has been President Harrison's lieutenant in Indiana, and has more to say about the distribution of patronage than any other person.

In talking about the situation in Indiana yesterday, Mr. Michener said: "The democrats in the present legislature have eighteen majority on a joint

CHURCH MATTERS.

Topics Discussed From the Pulpit Yesterday.

The churches were well attended yesterday, and the topics discussed from the various pulpits were more than ordinarily interesting. The Sunday schools were also largely attended.

At the First Congregational church, Rev. Geo. A. Rawson preached, and in the evening the pastor, Rev. Robt. Hutchins, chose for his subject, "Sunday Closing."

Rev. D. V. Bowen delivered the last lecture of a course at the New church, yesterday morning, choosing for his topic, "Emanuel Swedenborg."

At Simpson M. E. church, Rev. A. C. Williams spoke on "Can Los Angeles Do Without Its Saloons," at the evening session.

At the Immanuel Presbyterian church, yesterday morning, Rev. Wilbur F. Crafts spoke on the subject of "Reasons for Rest Day. It is almost unanimously agreed that man needs, and so has a right to, a weekly rest day. Von Humboldt the agnostic and Prondhon the atheist both argued for such a rest as a natural law. John Stuart Mill says that abstinence on one day of the week from the usual daily occupation is a highly beneficial custom. Professor Tyndall says of Sunday rest: 'We cherish it because it is in principle reasonable and in practice salutary.' The socialists of Europe, though in revolt against religion, demand the weekly rest day. Judge Field remarks there are few points on which statesmen and scientists are so agreed as on this human need of a weekly rest."

It is also agreed, with similar unanimity, that, as far as possible, this weekly rest-day should be a common day. Some one has proposed that commerce should go on as usual every day, and that men should rest in squads; but this is manifestly impossible. The hod-carrier and bricklayer must rest together. Furthermore, a man must rest when his friends rest, or he might as well not rest at all.

There is general agreement, further, that this rest-day, in this age of combination and competition especially, must be protected by law, that no man may be prevented from resting by his employer or competitor. Otherwise, nineteen barbers who want to rest will have to do seven days' work for six days' profits, because one unreasonable barber refuses to join them in Sunday closing.

There is general agreement, also, that in forbidding Sunday work, exception should be made for works of necessity and mercy and for such private work by those who keep Saturday as will not destroy the rest of others.

These four rock-firm steps of general agreement bring us to the portals of the Sabbath question, Sunday closing of saloons. This fight is both non-sectarian and non-partisan. Manly Tello, editor of the Catholic Universe, said at a convention of the Cincinnati Sabbath union in Cleveland: "It would be an abuse of toleration should the followers of Christ permit the followers of Bacchus to force them to the wall by the opening of saloons on Sunday. We Catholics are with you for the whole term of the war for a legal protection of the day. If political men thought less of their political rights and more of humanity, there would be a joint Catholic and non-Catholic Christian lobby at the capital that no legislator would dare disregard in the interest of the Sunday saloon. For the sake of the noble, suffering womanhood let the saloons be closed at least on Sunday, that the homes may rejoice."

THE BUGS ARE GOING.

Parasites Predatory on the Scales of All Sorts.

Some days ago a HERALD reporter met Colonel J. R. Dobbins, of San Gabriel, on the street, and a few moments later he met Mr. J. F. Fulvey, manager for E. J. Baldwin. The conversation turned on scales, white, red and black, and the causes for their rapid decrease in the orchards. The testimony of both gentlemen was to the effect that the white scale was almost extinct in all parts of the San Gabriel valley, that the black variety was much less numerous than heretofore. All over the valley the orchards are looking better than they have appeared for several years. The Sunny Slope orchards are looking remarkably well. Mr. Baldwin's white scale is almost free from all sorts of parasites. Mr. Dobbins hardly ever discovers a white scale on his trees, there are but comparatively few of the red scales left and there is a notable thinning out of the black fellows. In all the orchards the Australian lady bug, or *redolia cardinalis*, is hatching out in large numbers, and is to be found in all stages of development. In a few weeks it is expected that a white scale bug will be beyond discovery in the country. The Sierra Madre orchard is entirely free from the red scale, or nearly free that no more attention is paid to this pest, the owners being sure it will disappear to the last specimen in a few more months.

CHILDREN CRY FOR PITCHER'S CASTORIA.

Children Cry for Pitcher's Castoria.

Philadelphia Lager, fresh from the brewery, on draught in all the principal saloons, delivered promptly in bottles or kegs. Office and Brewery, 238 Aliso street. Telephone 91.

WHY WILL YOU cough when snioh's Cure will give immediate relief. Price 10 cents, 50 cents and \$1. For sale by C. F. Heinzeman, 122 North Main street.

Our Home Brew.

Philadelphia Lager, fresh from the brewery, on draught in all the principal saloons, delivered promptly in bottles or kegs. Office and Brewery, 238 Aliso street. Telephone 91.

Children Cry for Pitcher's Castoria.

ballot, but the legislature to be chosen this fall will probably be republican. I shall be much disappointed if it is not. The present legislature was elected in 1888 when the democrats had all the federal patronage. Now, we have it. At that time, too, everything was sacrificed by the republicans to carry the state for General Harrison. Now, we shall bend all our energies to carry the legislature. There is no governor to be chosen. Governor Hovey's term does not expire until 1890. The democrats are divided between ex-Governor Gray and Senator Voorhees. On the other hand, whatever reports you may have heard to the contrary, the republicans are united and aggressive. They are proud of President Harrison's administration, and they will show by their votes that they are bound to sustain it. Mr. Michener bore out his reputation of a "slick" politician by keeping a straight face while he was saying all this.—[N. Y. Sun.

A DOCTOR'S REBUKE.

Immensely More Mischief than is Generally Suspected.

Dr. King, the eminent medical writer, in a learned dissertation on our national complaint, constipation, says:—

The great quantity of cathartic pills, etc., which are annually swallowed by the people of this country has been productive of immensely more mischief than is generally suspected. True, the physic unloads the bowels, but in so doing its action tends to diminish the tone of the intestines; so that, instead of removing the excrement, it aggravates it, leaving the bowels in a more torpid condition.

Joy's Vegetable Sarsaparilla was designed to fill just such a contingency as the doctor's arraignment anticipates, viz: Instead of being a powerful mineral purgative, it is a mild vegetable laxative, that, owing to its solvent and emollient properties, is so certain a relief in constipation that it has been given away to hundreds, not to be paid for unless it was of positive benefit. It replaces constipation almost immediately with a natural easy habit, and is so mild that, unlike drastic purgatives, it can be taken indefinitely with perfect freedom and safety.

REAL ESTATE RECORD.

SATURDAY, May 17, 1890.

TRANSFERS.

M Augustino and J Downey Harvey to John F Foster—Lot 18, Harvey's sub of lot 32, block E, Oak Knoll tract; \$1,000.

M E Frankel, T L Gooch and M D Crawford, trustees for the Los Angeles Agricultural Assn., to R R Brown—Part of Lincoln tract, except part sold to J. L. Brown, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845,