Los Angeles Herald.

SATURDAY,.....DEC. 27, 1873.

The DAILY HERALD has nearly DOUBLE the Circulation of either contemporary paper published in Los Angeles. As an advertising medium it is consequently of DOUBLE their value.

The Tax on our Commerce.

The question of the hour, with the people of Los Angeles and the large area of fertile country the trade of which centers here, is how to get rid of the enormous tax upon our commerce, levied by the present clumsy system of lighterage. How great that tax is, few have any idea. The HERALD, believing that the true policy is to remove all obstacles, instead of covering them up and pretending they do not exist, has opened this discussion, and is determined to keep it up till the nature of the case is fully understood, and some decisive action taken to better our condition. As one step toward placing these facts before the people, we have made some inquiries about the actual amount of this lighterage tax, and find that it costs the trade of Los Angeles more every year, than the entire expense of building a narrow gauge railroad to deep water, and constructing the necessary wharves for the accommodation of vessels like the Pacific Mail steamers.

This steamship line runs a passenger and freight vessel regularly every six days, or sixty in the year. In addition there are extra vessels run occasionally, carrying freight. The regular steamers bring from sixty to seventy passengers down, and take from fifty to sixty up, say an average of one hundred and twenty to the trip. Each and every one must pay $1.50 lighterage tax, or $180 for every trip for getting ashore. This for a year is over $10,000 on passengers alone that is levied on the business of Los Angeles, to say nothing of loss of time, exposure to the weather, and general discomfort. The average amount of freight received and discharged by each steamer will not fall short of 500 tons measurement, or say 225 tons weight. The cost of lighterage is about $3 per ton, or $675 for each trip, a little over $40,000 a year. Including the passengers $50,000 a year, nearly $1,000 a week, is what it costs Los Angeles to transfer business between the railroad and the steamers. All our immense lumber trade, our coal, asphaltum, etc., is gouged at a still higher rate. Lumber pays $7 a thousand from the anchorage to Los Angeles, three fifths of which, or $4.20 is for lighterage. It is perfectly safe to asume, that the business transacted by sailing vessels is equal to the steamer trade, and that a tax of ONE HUNDRED THOUSAND DOLLARS is paid every year by our people to sustain and perpetuate a hateful monopoly. The real friends of this city are called on to reflect upon this, and to remember that this large sum of money is not only a drain upon their pockets, but that it is virtually acting as a bounty for rival ports. Commerce will always seek the cheapest and most convenient channels. If we throw obstacles in its way, it will find other ports. These may be unpalatable facts to those who believe in glorifying one's locality, at the expense of truth, while they are content to sit still and do nothing to improve their condition. They are extremely unpleasant to the little clique who are intent on making money for themselves at the expense of the whole community, and who don't care how much the trade of Los Angeles is injured, provided their pockets are well lined. They are doubtless such facts as the mercenary organ of the lighterage monopoly will denounce as damaging to our interests, but they are facts, and the people must know them, before we can hope that any effective measures for relief will be adopted. We can avoid paying this onerous tax only by bringing rail and ship together. A few speculators want us to wait an indefinite but certainly a long period, while they are obtaining a large sum of money from Congress to dredge out the channel between the harbor and the present terminus of the railroad at Wilmington. The people demand that some means of communication with deep water, either by extending the present road as originally contemplated, or by building another one, shall be secured as soon as possible. The commerce of Los Angeles and the vast territory surrounding it, demands this improvement, and we will not be deterred from agitating the question by the misrepresentations of interested parties. If the demand is not satisfied the energetic men that in a few years have elevated this city from an obscure town to its present high rank, will organize a company and build another road, that will deliver their freight at deep water.

Shipments to New York.

The shipments from San Pedro to New York for the year 1873, foot up as follows:

95,717 gallons wine; 140 tons wool; 12 tons bullion, &c.; 4,857 dry hides; in all about 680 tons weight, exclusive of the hides. This freight was all sent by the coast steamers to San Diego, and there transferred to the New York steamer. If our harbor was made accessible to these vessels, the New York steamers would stop at San Pedro, and our freights would need but one handling. As it is they go to swell the exports of San Diego. There was shipped from Anaheim Landing to New York during 1873, 82,442 gallons of wine and two tons of wool, or 414 tons in weight, making from the two points over 1,000 tons of freight. This amount would be largely and steadily increased if the facilities for handling were better, but as long as freight for New York must be first sent by rail to Wilmington, then transferred by lighter to a coast steamer, taken to San Diego, and again transferred to the New York boat, it can be readily understood that we are laboring under disadvantages, that must be removed before we can hope to enjoy an independent trade. Given a railroad to deep water, and the New York steamers instead of passing by, would gladly call for our freight, and we would save a large sum annually in lighterage and freights.

Cutting Down Expenses.

Late dispatches from Washington state that the Secretary of the Treasury, frightened at the continually increasing expenses of the Government, has recommended an increase of taxes, and is engaged in cutting down the estimates to the lowest notch. The sums wanted for forts, rivers and harbors was fixed at $20,000,000, but this amount will be materially reduced. This is not very good news to those who are waiting for an appropriation for the purpose of dredging out a channel from the harbor to Wilmington, and will be a disappointment to many who have built their hopes on aid from the Government for that purpose, but it is always best to look things fairly in the face, and every candid man must admit that the prospect is gloomy. The most that can be hoped for, is that the unexpended balance appropriated for the breakwater may be devoted to dredging, and that it may be increased sufficiently to give us deep water on the bar. If this can be accomplished we should have deep water to Rattlesnake Island, and with the road extended to that point, lighterage would be abolished and our commerce relieved of a heavy tax. This is a practical plan and the people of this city may be content to wait a reasonable period, and make every effort to have it carried out, but the nonsensical proposition that the railroad must stay where it is until the channel is dredged clear to Wilmington, will not satisfy enterprising people. General Banning's organ asserts that there is now from seven to eight feet o water at Wilmington, at extreme low tide. This statement is made simply for the purpose of misleading the people. There is no such depth of water at the wharf, and everybody knows it; in fact at extreme low water the ground is practically bare. To wait appropriations to dig a channel to the railroad, when everything points to an extreme reluctance on the part of Congress to expending money, is absurd, and we do not believe our people will be put off with such chaff.

Legislating for the Few.

The sort of legislation that puts one dollar into the National Treasury and ten into the pockets of speculators, has unfortunately, always been very popular. The whole country has been suffering from the effects of the tariff, and California especially, is languishing that a few men may grow rich. Even when it comes to levying internal taxes or changing the rates on some article of import, care seems to be taken to give somebody a chance to turn an honest penny. When the whiskey tax was first levied, the time that it was to take effect was placed a long way ahead, and stocks on hand were exempt. Of course every distillery in the United States run to its full capacity until the hour the tax took effect, and millions went into the coffers of the whiskey ring that should have belonged to the government. So when the question of increasing the revenue came up, before the present Congress, the managers of our finances have fixed things so that the speculators can get a bite. Tea and coffee have advanced in price some ten per cent in consequence of the contemplated imposition of duty. And of course the matter will be kept open until the market can be well stocked, and dealers will make a good thing. Congress was urged at the very start to act promptly, and let the people know just what to expect. But that wasn't in the programme.

PACIFIC COAST ITEMS.

The *Inyo Independent* calls upon Joseph Earl to resign the position of Register of the Land Office, on the ground that he is a land speculator.

Don't put water tanks on the tops of your houses. Dr. Stout, of the State Board of Health, says they are the source of fevers and other diseases.

The Reese River *Reveille* says the chickens in and about Austin are suffering from scarlatina, whooping cough, epizootic, tic dolereux, or some kindred disease.

Rocky Mountain coal is delivered in Salt Lake at $7 50 per ton. It costs over three times that price in Virginia, but then railroads and monopolists must live.

Near Sutter Creek recently a Chinaman named Kee Wah was found lying on a hill with his neck broken. It is supposed he slipped down the hill, and thus met his death.

The Eureka,)Nev.) *Sentinel* says the aggregate bullion shipments of all the furnaces in the district for the current year amount to $3,907,784 04, which it thinks is a pretty good showing for Eureka.

The Nevarro Mill Company floated 3,000 logs to their boom lately. They expect to boom at least ten times that number before Spring. High times and high water over at the coast for saw-mill men.

A petition is being signed in San Diego asking the passage of an Act by the present Legislature to postpone the collection of taxes until next Spring.

The Postmaster's store at Lodi, San Joaquin county, was robbed Saturday night.

Bunker Hill.

A little over a year more, and the 100th anniversary of the Battle of Bunker Hill will take place. A little band of heroes, then inaugurated a struggle, which brought untold results. It is very fitting that their deeds should be commemorated. The nation at large is very justly arranging for a celebration on an extensive scale, of the centennial anniversary of this event. This will instil patriotic impulse into the souls of those of the coming generations, and prepares them for the struggles, which they, in life, must undergo. Overhanging Los Angeles is a hill similar to Bunker Hill—nay, it is larger. From it all the city can be seen and the country for miles around. On this hill also, are military marks, the remnants of a fort, which was built for the protection of liberty in this State. This hill has an avenue running along its crest, and our friend Beaudry, through whose influence chiefly it has been opened, has very appropriately named it Bunker Hill avenue. The City Surveyor has been ordered to define the grades and lines of Olive, Charity, and Bunker Hill avenue, from Hill to Hope; Second street, and Temple street, from Hill to Hope. This will bring these lands within easy reach of the business part of the city. The distance to the Court House is less than it is from the Turners Hall.

Mr. Beaudry being the owner, by perfect and indisputable title, offers the following scheme, believing that it supplies a felt want.

His various tracts have been surveyed, and platted in lots of convenient size for residences, upwards of two hundred in number, and the maps, together with abstracts of title, are kept for public inspection at his office, opposite the Pico House.

Any person desiring to purchase can inspect the land, select his lot or lots, and acquire the same, if not previously taken up by another, upon the following terms: Purchasers not being restricted to a single lot.

The purchaser or his successor to pay the fixed price of the lands selected by him, in equal monthly installments, as follows: On lots valued at $400 and upwards, but not to exceed $500, $15 per month; on those valued at $300 and upwards, and less than $400, $10 per month. Payments in gold or currency, and no interest demanded. For cash in hand a reduction of fifteen per cent. will be made.

The purchaser to have immediate possession upon payment of the first installment and on execution and delivery of contract.

The right of the purchasers may be assignable by him, and his assigns to succeed to all his privileges and liabilities; standing in all respects towards the vendor as an original obligor.

Purchasers shall not be restricted to the payment of the installments as above shown, but may make payments in advance, and on all such payments he will allow one per cent. per month, from the date of payment until said payment would become due.

Upon selection of a lot or lots by a purchaser, and payment of the first installment with five dollars, in U. S. gold coin, as expenses on the document, Mr. Beaudry with the purchaser, will execute and acknowledge a sealed agreement, embodying the above conditions; and, upon full payment, according thereto, the undersigned will execute and deliver to the purchaser, or his lawful representatives, on demand, a good and sufficient and absolute deed of conveyance of the contracted lands, in form of warranty against grantor, the grantee paying the cost of such deed.

These proposals will be kept open until the 12th day of February, 1874.

The location is very desirable. All that has heretofore been lacking is water, and that want is now fulfilled. Anywhere else, in as desirable location, lots readily command from $500 to $1,000 and even higher rates. This property is put at the astonishing low price of from $300 to $400. But this is not all. This may be paid in currency and a reduction of fifteen per cent will be made for cash in hand.