

Los Angeles Herald.

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New River Grange No. 98, Los Nietos—R. Guthrie, Master.

The District Council of Los Angeles and San Bernardino counties meets on the second Tuesday of every month.

The Sacramento Union of the 17th gives a report of the meeting of the Committee or Corporations on the previous night.

The committee was full, and a few outsiders were present.

The railroad company was represented by Leland Stanford in the main, and Superintendent Towne, Montague, Grey, Hyde, and others connected with the company, were also in attendance.

Several newspaper reporters, and two shorthand reporters of the railroad company, were present.

The Chairman, Farley, stated that one question that must be settled is, whether the newspaper should be allowed to remain in the room, and referred in unnecessarily severe terms to the allusions made in some of the papers to the "closed door" meeting of the committee held last Thursday night.

He had no objection to the reporters, but desired them to make fair reports. (Who had done otherwise?) The other members expressed the same feeling, and the reporters were not disturbed.

Farley stated that Assemblyman Freeman had been invited to be present at the meeting, but he failed to come.

Stanford being invited to express his views, said: "I was in hopes, Mr. Chairman, that before we proceeded we should be able to hear some reasons advanced in favor of the bill to change the present rates of freights and fares."

There are several reasons why Mr. Freeman's bill, so called, should not become a law, and that the law under which the various railroad companies of the State were organized should not be changed, unless to remove certain restrictions that are manifest.

Stanford in the State of California, all things considered, is the cheapest railroading in the world. It is the cheapest in the United States, and railroading in the United States is the cheapest in the world.

There ought to be some changes, which would be an advantage to the railroad companies and to the people, to remove some restrictions that now exist; but still, as it is, the people can get along tolerably well. There is no discrimination, and it would not be tolerated for a moment as between individuals—for an individual as against an individual—and I am confident that if by any chance there was such a case, that so far as it came before the committee we should show that it is inadmissible under the rules of the company, and that generally the rules of the company are fair and just; and are made not only for the protection of the railroad company but for the protection of the people, and that they are necessary for the protection of the people. I will not extend these remarks further now, but trusting that this investigation may be of liberal character, I will offer some tables.

Farley—Would it not be better to read the bill over by sections so that you may understand it—unless you

understand it already—and then introduce the testimony on the various divisions of the bill.

Stanford—Perhaps that would be better; but the statements I have in reply to the bill are general.

The statements will show that most of the railroads of the State are not paying; that there is no railroad that has reached a paying point, except the Central Pacific, and that the profits are very small and in no wise commensurate with the interest on the money in the road; that several of the railroads are now operating at a loss, and that they are maintained in the hope of development in the future that will bring them out. Without that, their struggles would cease, and I show you that these attacks that have been made on the railroads are not only unjust, but they are of the greatest injury to the people of the State. The misrepresentations have so affected the people of the State that it has substantially destroyed the right of the parties who are interested in the road for railroad purposes; and whereas there should have been 600 miles of railroad built—it was in contemplation—during last year, there have been but 100 miles built; that one hundred millions of additional property would have been added to the State, except for false and malicious statements put forth for personal or other motives. Two years ago there was a careful examination made by a committee of the Legislature, and the most of the facts were produced. Some of the facts were attacked on the railroad company went before that committee and stated what they knew, or rather stated what they did not know. In the first place, they would submit some reports, which the law requires the various railroad companies to make to the Secretary of State, and file before the 20th of this month.

Colonel Hyde then read the annual reports of the various railroad companies of the State, which have been made out pursuant to law.

Stanford stated that the reports of former years could be found filed with the Secretary of State when they had been made under oath. These are all distinct companies. There are stockholders who have stock in all the roads, but there are others who own stock in only one. He proceeded to explain what roads bore the different names, and that was the property of distinct stockholders. He presented a statement of the operations of the road extending 40 miles beyond Visalia—the San Joaquin division—showing that the loss for operating in August last was \$366.00. That shows how some of these roads pushed out in the interior. All the expenditures are in coin. We have a statement showing the comparative rates of roads in this State and some of the Eastern States, showing a difference between the rates, and also the rates fixed by the Freeman bill. Under the operation of that bill the branch roads will be brought down to the cost of operating, and they cannot be run. There is no allowance made for the cost of handling freight, and that is a great additional expense. To illustrate: Coal is unloaded on our wharf at Oakland; we load it on the cars and move it free to the wharf at San Francisco. We charge the maximum allowed by law—15 cents per ton per mile, or \$3 for a car-load, and the cost of loading and unloading to us would be \$5; thus we would have to pay \$2 for the privilege of carrying that coal.

A comparative table was introduced showing the rate of freight for one mile, the California Pacific Railroad, the Chicago and Iowa Railroad, and what it would be on the former railroad under Freeman's bill. The reduction on the California Pacific Railroad under Freeman's bill would be about 75 per cent.

Stanford—We do not charge the maximum except for short distances, and on a short distance on the most difficult part of the road. This Illinois Central runs through a level tract of country. They are doing much more business than we do, and that brings down the cost one-third as to business. On our road the grades over Livermore hills and up to Colfax are equal to an addition of 130 miles to the length of the road. He desired the committee and question Messrs. Towne, Montague, Grey, Hyde, and the testimony given two years ago, which he said is as pertinent now as it was then.

These gentlemen were sworn and examined, and verified the evidence they gave before the committee; and the evidence was admitted before this committee also. Gray testified as follows:

Q.—Has any railroad in the United States cost so much for construction for the same distance as the road over the Sierra Nevada? A.—No, sir; I do not think any road cost so much per mile.

Q.—(By Stanford)—Is that based upon mere difficulties of construction independent of the high cost of materials? A.—It was the character of the country—the physical difficulties.

Q.—Do you remember the price of iron at that time? A.—Pretty well; we used to buy first-class iron at \$45 to \$55 and \$60 per ton.

Q.—Do you know the price we paid during the war, during the time we constructed the railroad? A.—I do not know very well what it cost to get it here. I know the price paid at New York, delivered on board a ship—\$85 and \$95 per ton.

Stanford—It went up afterwards. The iron cost us \$125 or \$130 per ton laid down in San Francisco—that is with the additional cost of freight and insurance. This iron was shipped from New York around the Horn. About 150 miles of it came across the Isthmus at one time, and it cost a great deal more. We did not ship any iron from England. The gross receipts from local business is not sufficient in winter to keep the track clear of snow, and if it was not for the through freight the Central Pacific Railroad would not pay expenses.

Several other freight and passenger exhibits, comparative tables, etc., were introduced in evidence and left with the committee, but they were so voluminous that it is impossible to give any of them. They all show the roads to be quite profitable, with heavy expenses and small receipts.

In reply to the question, "What will be the practical effect on the railroads if Freeman's bill becomes a law?" Stanford said: The branch roads will not run. That is what will happen if the bill becomes a law. And California will be disgraced in the eyes of the world. These corporations will not be able to pay the interest on their bonds sold in the markets of the world, I do not believe any road in the State

except the Central Pacific can operate under the bill.

Colonel Stevenson of Solano appeared and made a statement relative to the road from Vacca station to Vacaville. He said: We take freight through to San Francisco for \$6, and all are satisfied with it. Under Freeman's bill we would get but 17 cents a ton, and it is worth at least a half a dollar to handle it. We carry about 5,000,000 pounds a season. It is worth more to load fruit than grain. The road is built to accommodate these fruit men, and it connects with the California Pacific at Vacca Station, and the loaded cars are taken on their regular trains. The main grumblers are those who sit around the stoves and do very little business with the road. We charge 50 cents for passengers, and Freeman's bill allows us but 20 cents. That road belongs to private individuals. It pays expenses now, but was once sold for taxes.

The committee then adjourned to meet at the call of the President. It will certainly meet on next Thursday evening, and the chairman desired the reporters to state that persons who have any complaints to make for improper conduct on the part of the railroad company are invited to come before the committee and make a statement.

Stanford stated that he desired particularly that those who accused the company of discrimination should come, as the company denied that there was any discrimination.

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SUMMONS.

IN THE DISTRICT COURT OF THE SEVENTEENTH JUDICIAL DISTRICT OF THE STATE OF CALIFORNIA, IN AND FOR THE COUNTY OF LOS ANGELES.

MARY JANE DORN, Plaintiff, vs. HENRY BLUME, Defendant.

Action brought in the District Court of the Seventeenth Judicial District of the State of California, in and for the County of Los Angeles, in the office of the Clerk of said District Court.

The People of the State of California send greeting to HENRY BLUME, Defendant.

YOU ARE HEREBY REQUIRED TO APPEAR in an action brought against you by the above named plaintiff, in the District Court of the Seventeenth Judicial District of the State of California, in and for the County of Los Angeles, and to answer the complaint filed herein, on the 21st day of February, 1874, at 10 o'clock in the forenoon of said day (of service) after the service on you of this summons—If served within this county; or, if served out of this county, but in this district, within twenty days; otherwise, within forty days—judgment by default will be taken against you, according to the prayer of said complaint.

The said action is brought to obtain a decree of the Court adjudging that the defendant be barred from all claim to any estate of inheritance or real estate in the following described premises, or any part thereof, to wit: Situated in the City and County of Los Angeles, State of California, and known as Lot No. 2, on a plat of survey made by George Hansen, approved by the Common Council of the City of Los Angeles, A. D. 1855, containing ten acres of land, more or less, fronting on the street leading to the Arroyo Seco, four chains eighty seven links, and the said defendant, Henry Blume, is the owner of said premises, and that he is hereby notified that if you fail to appear and answer the said complaint as above required, the said plaintiff will cause your default to be entered, and will apply to the Court for the relief demanded in the prayer of said complaint.

Given under my hand and the Seal of the District Court of the Seventeenth Judicial District of the State of California, in and for the County of Los Angeles, this fifteenth day of December, in the year of our Lord one thousand eight hundred and seventy-three.

W. P. POTTS, Clerk.

By C. W. GOULD, Deputy Clerk.

S. C. HUBBELL, P. P. S. ATTY.

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