

THE BABY'S FIRST TRIP

The Largest Locomotive in the World

CAN PULL A MILE OF CARS

A San Francisco Train Ditched at Caliente

Thrust Causes a Washout and Accident - Oranges and the Weather - Notes

Thrust occurred at Caliente last night and the tremendous rush of water carried out a small bridge and considerable track. The washout was not discovered in time to warn trains and as a result train No. 19 ran into it and was badly wrecked.

Bakersfield, Feb. 13.—Train No. 19, southbound, that left here last night at 10 o'clock, was ditched about one mile this side of Caliente as midnight. No person was hurt except two firemen, one, Mr. Chester, severely. Train No. 20, northbound, due here at 5 a. m., arrived at noon. Two engines, a mail, baggage and express car are still in the wreck.

The Southern Pacific owns the two largest engines in the world, and one of them can be seen at the roundhouse of the company at River Station, as it is to remain here to haul freight trains over Tehachapi mountain.

The other engine went to Sacramento to work over the Sierras. No adequate idea of these colossal pieces of machinery can be formed by the mere reading of figures. They are truly things that must be seen to be appreciated.

The engine left here is numbered 2010, and has been nicknamed "The Baby." It made its trial trip yesterday morning down to Santa Monica empty and returning with forty carloads of coal, a load of 800 tons, which it pulled with perfect ease.

On the trip down the engine "heated" a little, but was expected as she is brand new, having reached here only a day or two ago from Schenectady, N. Y., where she and her sister were built.

In addition to the size and weight the engines are up to date in every respect, and not an improvement in locomotive building is missing. To the average reader the engine is best described by saying "it is as big as a house," and this is no exaggeration.

The 2010 is a 12-wheel engine, the weight on the drivers being 85 tons, weight of engine 95 tons and weight of engine and tank 125 tons. Her cylinders are 22x26 inches, the boiler 72 inches in diameter and the average steam pressure is 180 pounds. The hauling power of the new engine is as yet unknown, but it is expected she will be able to mount Tehachapi with fifteen loads with ease.

The heaviest engine on the road heretofore have not been able to pull over nine loads up the grade. On the level the railroad men say the "baby" ought to pull a train of cars a mile long. The "baby" will be put to work regularly the last of the week.

Malignant Californians

In its last issue, in commenting on the recent action of Congress on the Reilly funding bill, the Age says: "The Pacific Railroad funding bill was recommended to the committee on Pacific railroads in the House on February 24 by a vote of 177 to 108, showing an unexpectedly large majority against the measure. The debate was of a brisk character. Only three of the eighteen sections of the bill had been read when the hour for taking the vote arrived. But the substantial amendment to prevent the payment of dividends on the stock until the government debt had been fully discharged was adopted. Mr. Boatner's substitute to foreclose the government's mortgage in case of default was cut out by a parliamentary maneuver, so that when the voting began in the House he moved to recommit the bill, a motion equivalent to its direct defeat. The malignant anti-railway element of California is delighted, but a reasonable plan for securing the government's consent against the Pacific roads has been defeated and nothing is offered to take its place."

If the editor of the Railway Age had said anti-Southern Pacific element, instead of the malignant, he would have been correct, for the people of Southern California were delighted over the defeat of the bill and had a right to be. As to California being anti-railroad, the recent raising of over \$2,000,000 in San Francisco alone to build a railroad from that city to Los Angeles, is sufficient answer. The Railroad Age being a recognized authority among railroad men the world over, should be sure of its facts before calling Californians malignant for rejoicing over a well-earned victory.

The Sunset Limited Speaking of the Southern Pacific's fast train between New Orleans and San Francisco the New Orleans Times-Democrat says: "In California there is a stretch of track thirty-nine miles long, which is covered in less than thirty-five minutes, a rate of a little more than sixty-five miles an hour. Between El Paso, Texas, and Yuma, Arizona, there is hardly a perceptible curve in the Southern Pacific line, and the track is so level and well ballasted that at times the Sunset limited makes seventy-eight miles per hour, or a mile in a fraction more than three-quarters of a minute." There is a mistake here. In the long stretch of 563 miles between El Paso and Yuma there are many curves and some considerable grades, but that the high speed named may at times be reached is quite possible.

Personals and Notes H. B. Saylor, agent of the Southern Pacific at Orange, and Hattie M. Peterson, the assistant agent at McPherson Station, will be married on Monday next.

H. E. Jarvis, private secretary to President Perkins of the Chicago, Burlington and Quincy Railroad, went East yesterday, after a three weeks' vacation in this city.

The Burlington excursion yesterday carried but few people. The tourists seem in no hurry to rush back to the zero country. The orange special fast freights will be resumed on all the roads in a day or two.

Oranges and the Weather The continued cold weather has caused a blockade of perishable freight at the warehouses of the Eastern roads at Chicago, and hundreds of cars of perishable freight have arrived in New York during the past week which could not be taken from the cars and hauled through the city or around account of the cold. The Erie line now has twenty cars of California lemons and oranges housed at its Fifty-first street

roundhouse, and its engines are forced to stand on the tracks outside. This line is also providing warm storage for hundreds of cars loaded with fruit at country roundhouses, waiting for warmer weather, to be moved to Chicago.

New Signal Tower The signal tower at Mission Junction, which guards that crossing to prevent collisions between the Southern Pacific, Southern California and Los Angeles Terminal trains will be torn down on Monday and a new tower erected, which will be furnished with the latest improved system of block signals. The tower will be maintained jointly by the three roads.

ORANGES AND APPLES Their Origin and Development According to Dr. Davidson

The Southern California Science Association held its regular monthly meeting at the Chamber of Commerce Hall on Tuesday evening. The paper of the evening, The Origin of California Fruit Trees, was contributed by Dr. A. Davidson. It was listened to with great interest and brought out some novel facts. Of course, much space was devoted to a consideration of citrus fruits. The orange is the golden apple of the classics. The bitter orange originated in China, and by cultivation it developed into the sweet orange of India. But it reached its highest perfection in the south of Europe. The navel orange is a union of the sweet and bitter, the latter being the undeveloped fruit at the navel. An interesting variety was produced by Mr. Thompson, in Duarte, by skillful grafting or budding. He took two buds of different but excellent varieties, and dividing each bud in the center united the varieties in the graft, with the good results mentioned.

Dr. Davidson is a believer in the lost Atlantis. He thinks that valuable cereal, wheat, was introduced to both the Eastern and Western continents from that mythical land. While most of the horticultural fruits, as the apple, pear, peach, apricot, plum, cherry, grape, etc., originated in Western Asia, the garden fruits, like the melon, pumpkin and squash, are indigenous to America.

POLICE COURT JUSTICE

A Number of Petty Offenders Receive Their Just Deserts

Rudolph Nichols, the butcher accused of stealing cows and slaughtering them, was held to answer in the Police Court yesterday, with bail set at \$100.

E. G. Ferguson, charged with petit larceny, was fined \$150, with the alternative of 450 days in jail.

Bernard Labadie, the ancient Frenchman who stole a box of goods "just for exercise," was fined \$20, in default of which he was committed to the custody of Jailer Kennedy.

Jose Thomas, George White, James Smith and Charles Shavnet, a quartette of hobos, were sentenced to thirty days' imprisonment, and sentence was suspended so that they can leave town.

A BURGLAR CAPTURED

A Citizen Made the Arrest and Gave the Prisoner to an Officer

Ed Johnson and three other tramps called around at the residence of Detective Goodwin's daughter on San Pedro street yesterday afternoon, and now one of them is enjoying the hospitality of Chief Glass, at the police station. Johnson was a little bolder than his companions, and cut a hole in the screen door, unhooked it and entered the bed room. He grabbed a purse lying upon the bed, containing \$7, and started down the street. He was stopped by a citizen, who turned him over to Officer Cicotte, who locked him up.

The Hammer Laid Aside.

T. W. Blaisdell was busily engaged in constructing a frame shanty on wheels today on Mott alley when he was arrested and locked up in the city prison for violating the fire ordinance. He intended to use the trap as a pool room when finished, and expected that the wheels under the structure would make it a wagon, and exclude it from coming within the provisions of the fire ordinance. He failed in his calculations, however, and he has suspended construction pending the hearing of his case in court.

Ten days' loss of time on account of sickness and a doctor bill to pay, is anything but pleasant for a man of a family to contemplate, whether he is a laborer, mechanic, merchant or publisher. James O. Jones, publisher of the Leader, Mexico, Texas, was sick in bed for ten days with the grip during its prevalence a year or two ago. Later in the season he had a second attack. He says: "In the latter case I used Chamberlain's Cough Remedy with considerable success. I think, only being in bed a little over two days. The second attack I am satisfied would have been equally as bad as the first but for the use of this remedy." It should be borne in mind that the grip is much the same as a very severe cold and requires precisely the same treatment. When you wish to cure a cold quickly and effectually give this remedy a trial. It is for sale by Off & Vaughn, Fourth and Spring; C. F. Heinzenman, 222 North Main, druggists.

Railroaders Only Will be furnished valuable information free. Address F. E. Brown, No. 314 South Spring street, Los Angeles, Cal.

A. A. Eckstrom has removed to 324 South Spring street with his stock of wall paper.

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TITLES WILL BE CLOUDED

Many Acres of Land Affected by Ancient Claims

A LONG CONTEST IMMINENT

The Lengthy Instrument Filed is Full of Discrepancies

The Names of the Ranchos Deeded Are Misspelled and Flimsied, and Cannot Be Located

On the second instant a deed was recorded with the County Recorder, dated January 29, 1895, from Joaquin Pico de Moreno and Griselda Pico to Robert W. King for an undivided twenty-eighth part, and five days later a deed was filed from the same parties for an undivided one-fourth of the same lands, situated in this county and known as the Laguna Ranch, the Solena Ranch, the Laguna Seco Ranch, "one block lying south of First street in the city of Los Angeles," the "Coroas" and "Pileas," also in this city, the Neivel Ranch, the Sausal Redondo and the Rancho de la Cienciga.

C. C. Grove, a searcher of records and a man well posted on Los Angeles county lands, was seen by The Herald man yesterday, and he stated that he did not know the parties who deeded the property and he knew nothing about the interests claimed. He suggested that the names of the ranchos are either accidentally or intentionally misspelled and missnamed.

"Some of the property deeded, I am familiar with," said he. "The records show that about the year 1822 Antonio Ygnacio Avila obtained permission from the Ayuntamiento of the pueblo of Los Angeles to run his stock over the commons and did occupy, with others, the territory adjoining the pueblo on the south and west, a territory which included the ranchos on places called the Guaspita, near to and a part of the present Centinela rancho, the Salinas, which covered the northern part of Redondo Beach, the Laguna, near the Centinela, the Sausal Redondo rancho, and the Cienciga of the Avilas. Avila also at one time claimed the tract at the southeast corner of First and Alameda streets and claimed some lands called Canoas y Pilitos on the east side of the river near Macy street. The 'Neivel' ranch deeded is in all probability the Avila ranch."

The patents to the private lands by the Government reserved the rights of the third parties, and the interests of heirs in these ranchos were seldom properly looked after, and have been missed by the searchers in their investigations to titles of ranch property. These heirs, probably, are now coming forward claiming some rights under these patents, to the city and adjoining ranches.

The result will be that thousands of titles in the county will be clouded for several years during long and bitter contests in the land office. Most of the ranches as above deeded are well settled and subdivided into small tracts, which are owned and cultivated by families, who have acquired title by purchase, and who have lived upon them for years and held undisputed possession.

Many such contests have been had in this county in the past, the best advertised one, perhaps, having been the attempt of George A. Arnold and several other parties to dispossess a number of settlers near San Dimas. Arnold was bought off and his former associates are still fighting the settlers in the land office at Washington.

An organization looking to the restoration of one of the ancient and forgotten Pico grants is being formed in this city, which, if successful, will oust many a person from his present holdings. An attempt will be made to get a patent to the La Cienciga Rancho granted by Pio Pico to Agustin Rivera and Narciso Bello in 1846 and containing twenty square leagues or 88,888 acres "in and near the center of the San Francisco Rancho." This claim was presented to the Land Commission on February 11th, 1853, and rejected by the commission August 12, 1854, and rejected by the United States District Court January 26th, 1890, the grounds of its rejection being a fraud and a failure to comply with the requirements of law.

Incorporated The J. D. Hooker Company, an association formed for the purpose of manufacturing pipe, fittings, boilers, tanks and other metal articles, etc., filed its articles of incorporation with the County Clerk yesterday. The company's principal place of business will be in this city, but agencies will be established elsewhere. Its directors are J. D. Hooker, Katharine P. Hooker, Marian O. Hooker, Wm. S. Porter and E. K. Simonds, all of Los Angeles. The capital stock of \$200,000 is fully subscribed, J. D. Hooker owning over four-fifths of the shares.

The Route May Be Changed

The scheme for a grand boulevard in this city, which originated with the park commission, is not dead, neither does it sleep. The secretary of the park commission has been for several days at work on a list of property owners who will be affected by the "boulevard." When this list is ready it is intended to reach every one of those represented upon it personally and to interest them each and every one in the plan. The park commissioners are figuring

now on some changes in the route as at first proposed and as published, but no definite action has been taken and will not be until the commission meets today.

It is probable that today's meeting of the commission will bring out some interesting points regarding the boulevard plans.

CHAPMAN'S GOAT

It Was Killed by a Mexican to Trade for Sour Wine

Jose Murillo was placed in the county jail yesterday afternoon to answer a charge of grand larceny. On the 31st of last month Murillo, who resides at Calabasas, was in a festive mood, but his money had given out, though his thirst was still with him. He didn't know what to do until he espied Farmer J. J. Chapman's big goat chewing tomato cans.

Going up to the animal he just cut its throat, and dressed it on the spot, after which he packed the heavy mummy on his back a mile to the place of W. H. Elliott, where he tried very hard to trade it for a lot of sour wine. In this he was unsuccessful and he then proceeded on to his place, where he made preparations to eat the goat. Before he had completed the contract he was nabbed by the constable with the major part of the animal still unconsumed.

"My boracho," but Justice Richardson was of opinion that a man who can pack a heavy goat a mile and keep a straight track is not so drunk but he knows what he is about.

Oil Well Borers Disagree

C. F. Miller yesterday sued Charles H. Parker in the Superior Court for a dissolution of partnership and an accounting for the sum of \$600.50 alleged to be due on various grounds, and an order from the court appointing him the receiver of their well drilling outfit and its engine. The trouble began last Sunday, when Parker is alleged by his partner to have dismantled the engine just as everything was ready to bore an oil well on the property of Messrs. Charles and E. D. Silent, in consequence of which the partnership is now threatened with a suit for damages.



Mrs. J. F. Bell, Ossawatimie, Kan., wife of the editor of The Graphic, the leading local paper of Miami county, writes "I was troubled with heart disease for six years, severe palpitations, shortness of breath, together with such extreme nervousness, that at times I would walk the floor nearly all night. We consulted the best medical talent. They said there was no help for me, that I had organic disease of the heart, for which there was no remedy. I had read your advertisement in The Graphic and a year ago, as a last resort, tried one bottle of Dr. Miles' New Cure for the Heart, which convinced me that there was true merit in it. I took three bottles each of the Heart Cure and Restorative Nervine and it completely cured me. I sleep well at night, my heart beats regularly and I have no more smothering spells. I wish to say to all who are suffering as I did: there's relief untold for them if they will only give your remedies just one trial."

Dr. Miles' Heart Cure is sold on positive guarantee that the first bottle will benefit. All druggists sell it at \$1.60 bottles for \$5, or three bottles for \$15. It is made and bottled by the Dr. Miles Medical Co., Elkhart, Ind.

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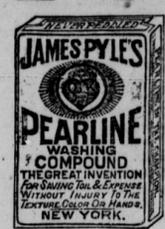
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