

RAILWAY COMMISSIONERS MEET AND TALK.

Stanton and Clark Will Vote Down the Horizontal Cut.

NO REDUCTION IN SIGHT.

Nearly Three Hours of Conversation That Ended About Where It Began.

FRESNO SENDS A DELEGATION.

A Further Meeting Will Be Held To-day to Discuss a Fore-doomed Resolution.

One thing was settled definitely by the meeting of the Railroad Commission yesterday—that neither the Southern Pacific, Dr. Stanton nor Mr. Clark are in favor of a horizontal reduction of 15 per cent in the existing freight rates on wheat.

Of course everybody is in favor of some reduction of the Southern Pacific's profits. Even Attorney J. C. Martin, representing the Kentucky corporation at the meeting yesterday, did not argue that there should be no reduction whatever in the rates of his company. Mr. Martin is quite too bland a gentleman to make any such claim when addressing so pre-eminently a reform body as the Railroad Commission proved itself to be yesterday afternoon.

Everybody talked reduction. First Mr. La Rue spoke to his resolution demanding a 15 per cent reduction and a 20 per cent horizontal reduction on the wheat rate. He wanted it right away, so that the farmers might derive some benefit before the wheat crop of this year was all shipped.

And Commissioner Stanton wanted a reduction. He pleaded and argued for a reduction. He wanted reduction or death, it might almost be said—only—he did not want that kind of a reduction, and he was not in quite such a hurry to get the reduction. It was not a horizontal reduction that he wanted, but a reduction here and there.

Commissioner Clark did not at any time grow eloquent in favor of a reduction, yet it was apparent that he wanted a reduction—but he did not want a horizontal reduction. It would not be fair to the railroad, he thought, and he wanted to be fair almost as badly as he wanted a reduction.

And Attorney Martin, for the railroad, spoke in a vague way about reduction—but not the horizontal reduction on wheat rates. And Mr. Martin, in his frank and disingenuous way, hinted that it would be an embarrassing position for the Southern Pacific Company to find itself in should all the reduction be made on the wheat rate, and no margin left for reduction on other commodities. And might not the loss on the wheat rate have to be made up on the rates of other commodities? Mr. Martin only suggested this.

Here were four strong men assembled in one small room for the gratification of one particular desire—the reduction of freight rates—yet so strong were these united desires that they defeated their own object. The reduction was not accomplished.

True, there is to be another meeting to-day. It will begin at 10 o'clock in the morning. It will be devoted very largely to an exposition of Attorney Martin's views concerning the kind of a reduction the Southern Pacific does and does not desire.

But this meeting can hardly change the status of affairs much, for Commissioners Stanton and Clark have openly and candidly recorded their eternal objections to the reduction proposed by Commissioner La Rue. It is not to be expected that Mr. Martin's argument to-day—an argument talking about the same view of the matter as that already expressed by Stanton and Clark—will have any great influence toward changing the declared purpose of the two Commissioners to vote down the La Rue resolution.

There were some others present at the meeting yesterday afternoon—who expressed their desire for a reduction—three gentlemen from Fresno, W. W. Phillips, E. W. Briggs and T. C. White. These men not only wanted a reduction, but an immediate one, and not alone that, but they wanted exactly the horizontal reduction on wheat rates proposed by Mr. La Rue. But these gentlemen had no votes. There was no reduction gained by yesterday's meeting.

There was one man who opened his mouth at the meeting and did not urge a reduction—not even the kind of reduction wanted by Messrs. Martin, Stanton and Clark.

This was Denis Kearney. Mr. Kearney was frank on the point of reduction, at all events. He alleged himself to represent some workmen at Sacramento who had sent him down to the commission to warn the body that it could not reduce the profits of the Southern Pacific without reducing the wages of the employees of the Southern Pacific.

He pointed his finger at Mr. La Rue and told the Commissioner that those workmen had voted for him at the last election. Mr. La Rue therefore remarked that the railroad company should be made to share some of its profits with the workmen—which showed that Mr. La Rue was losing no points.

Mr. Kearney announced his desire to speak against the reduction at to-day's meeting. Mr. Kearney's voice, being against a reduction of any kind, was the one discordant note in what was otherwise, upon the whole, a rather harmonious and pleasant three hours' conversation.

Aside from the weighty matters already recorded the only other specially noteworthy event of the afternoon was Dr. Stanton's expression of utter indifference to newspaper criticism. And Mr. Martin approvedly when Dr. Stanton made the declaration. In rather a milder form Mr. Clark deserved the same approving smile by echoing the sentiments expressed by Dr. Stanton.

Then the meeting adjourned until this morning, with the definite understanding that the La Rue resolution is the one thing before the commission and that both Stanton and Clark are pledged to vote against it.

FOR THE REDUCTION.

Communications Urging the Cut in the Grain Rates.

It was only half-past 1 when the meeting was called to order, owing to the late arrival of Dr. Stanton. Secretary Newman called the roll, and it was answered by Chairman H. M. La Rue, Commissioner from the First District; James I. Stanton

Commissioner from the Second District; M. R. Clark, Commissioner from the Third District.

As attendants upon the proceedings, and in behalf of the Southern Pacific Railroad Company, there were present W. C. Curtis, assistant general manager; G. L. Lansing, controller; C. L. Smurr, general freight agent, and J. C. Martin, attorney.

Judge Lawler, Andrew J. Clunie and Denis Kearney were also among the spectators.

Captain Roberts appeared in behalf of the California Navigation Company and Major J. P. Harvey for the Sacramento Transportation Company.

Fresno was represented by W. W. Phillips, E. W. Briggs and T. C. White, who appeared as a committee to present a petition.

During the two weeks' adjournment of the board Secretary Newman has been in receipt of a mass of communications that were presented to the board yesterday after the reading and approval of the record of the meeting of August 14. Only those affecting the matter of reducing the Southern Pacific freight rates, as contemplated by the resolution introduced by Chairman La Rue at the last meeting, were read and placed on file.

A communication from Stockton informed the board that the Stockton grange had endorsed the resolution.

odd jobs. Much of this competition, the letter says, is rendered by vessels from the North Pacific Coast to Southern California ports. Returning empty they seek San Luis Obispo County freights.

Concerning the grain rates from Salinas Valley Mr. Smurr's letter sums up the matter by explaining that the trouble was not that the interior rates were too high, but that on the coast they were too low. The railroad, he said, had the choice of acting as it did or withdrawing from competition.

W. W. Phillips, chairman of a committee sent by citizens of Fresno, presented a petition signed by 120 interested citizens, asking that the resolution of Chairman La Rue presented at the last meeting be adopted. Mr. Phillips was asked to address the meeting, and said:

In asking for a general reduction of 15 per cent on grain rates through our valley it is well known that the farmers and wheat-producers of the State are fast going into bankruptcy. They will soon have to go out of business unless they obtain relief through this board in this reduction. Only last December the railroad company admitted by a reduction that the rates were too high, and we still think they are charging too much.

The mass-meeting that selected Mr. Briggs, Mr. White and myself to appear before this board was called by the Chamber of Commerce of Fresno. We are not here to make any specific argument as to the grain rates established through the valley. We say only this—that the burden has been very heavy for years past, and that according to the present condition of things we are entitled to some relief.

It is a well-known fact that the railroad company is not paying to-day taxes on half the valuation that it was paying eight, nine or ten years ago. The assessed valuation of 1894 was

schedule the rate shall be reduced twenty (20) per cent from present rates, to wit:

Lincoln, Ewing, Sheridan, Wheatland, Reed, Rupert, Marysville, Raminez, Coombs, Honcut, Palermo, Vancluse, Cox Lane, Villa Varona, Oroville, Harris, Mallon, Woodland, Curtis, Knights, Chandler, Maraca, Tudor, Oswald, Rogues Spur, Yuba City, Vacaville, Violet, Hartley, Allendale, Wolfskill, Winters, Elys, Citrona, Madison, Esparto, Capay, Cadanassa, Tancred, Jerry, Amaranth, Guinda, Sauterne, Cashmere, Runsey, Homestead, New Ramons, Perkins, Manlove, Mayhew, Bontlers, Mills, Soudan, Salsbury, Natoma, Alder Creek, Orchard, Folsom, White Rock, Cothrin, Latrobe, Fionelli, Bryant, Brandon, Dugan, Bennett, Shingle Springs, Cummins, El Dorado, Diamond Springs and Placer ville, and said rates so amended, established and adopted shall be the maximum rates allowed to be charged on said Southern Pacific Company's Pacific system in California.

Dr. Stanton placed himself on record immediately after the consideration of communications and the Fresno petitions by offering the following statement of his position:

SAN FRANCISCO, Aug. 28, 1895. As Commissioner from the Second District I submit the following facts for the consideration of this commission:

At the session held August 14, 1895, the Commissioner from the First District presented a resolution having for its object a reduction of rates upon grain from all points in California upon the Southern Pacific system. The proposed reduction would be a general cut of 15 per cent on rates published in grain tariff No. 2 and subsequent amendments and a reduction of 20 per cent on rates charged by this company from seventy-one stations north of Port Costa and Sacramento. I was not accorded the privilege of examining this resolution prior to the meeting and consequently

could not vote for its adoption. Copies of this resolution and the proceedings held upon that day have been served upon the company named in the resolution and this company asked for time in which to prepare data showing that this order should not be enforced.

As a Commissioner and basing my conclusions upon a thorough investigation of the subject, I believe that there are many reasons to urge against the adoption of this measure. The preamble to this order contains many statements which are not borne out by the facts of the case, and the order, if adopted and enforced, would certainly fail to accomplish the results which have been so earnestly desired by all who are directly interested in the question of transportation in this State.

I speak of the discrimination which exists on

then we are the judges as to what reduction shall be. I am prepared to show by the tables in that resolution that the reduction would not be productive of good results. I think there are discriminations.

I think we should give more relief to Salinas Valley and to San Joaquin Valley. Let us make the reductions where they are necessary. Let us not make a sweeping reduction in different localities. In some cases no grain is being shipped. From Homestead and Placerville no wheat was shipped in 1893 or 1894.

I am in favor of taking up the petition from Gonzalez and Fresno. In the meantime if the railroad company representatives want to come in and make a showing let them do so.

MR. LA RUE TALKS.

He Can See No Reason Why the Southern Pacific Company Discriminates.

Chairman La Rue then spoke in support of his resolution, and in answer to Dr. Stanton's position, as follows:

I assumed that the railroad company, or whoever operated this road and fixed the rates, changed them from time to time, and with an eye single to the greatest benefit of the people generally the same rates, comparatively speaking, in all localities. They have corrected discriminations in many instances. In many places they reduced the rates.

If the company's arrangement of rates were to all sections of the State then the general reduction of 15 per cent, or 10 per cent, or any other per cent, could be made without being unjust to any particular locality without discriminating against any. Presuming that the rates fixed were fair to each section of the country, and I know no reason why they should discriminate, there are several questions to be taken into consideration when the reduction of rates is contemplated on account of the topography of the country.

Dr. Stanton says there are many places from which no grain is shipped where the railroad made a reduction of \$3 or \$3 a ton. From stations where no grain is handled I took their rate, as they have a rate at those localities. But in the great grain-growing country, Sacramento, San Joaquin and Salinas valleys and some other adjacent localities I find, by a careful comparison of all the shipping points, that the rates are about the same.

You may go to Fresno or stations in that vicinity and you will find the rate compares very favorably with the localities in the Sacramento Valley. The country is about the same, level and down grade. I noted all the reductions made between the different points. In some localities there is a reduction of from 4 to 20 per cent, in others from 30 cents to \$2 or \$3. But believing that the rates generally throughout the State were not discriminating, one section against the other, a general reduction of 15 per cent would be very reasonable and just. I believe this reduction ought to be made. I have gone all over the lines of the principal points and noted the rate per ton per mile that is charged, and I carried it out in that resolution. I do not believe that the railroad company will even contend that a 15 per cent reduction is unjust.

THE COMMISSIONERS TALK.

Nearly Three Hours of Discussion, Ending Where It Began.

The remainder of the afternoon was devoted principally to a discussion between Chairman La Rue and Dr. Stanton, in which Mr. Clark occasionally had a word to say, as to what should be done with the resolution, both Dr. Stanton and Mr. Clark declaring they would not vote for it as it stood.

Chairman La Rue finally succeeded in making them understand that the resolution was presented with the view of putting the issue of the necessity for a reduction in a shape that it could be discussed. He said that while he did not hesitate to

declare that he favored the reduction as a fair and just one, he was ready and willing to invite the railroad company to come in and show if it could that it was not fair.

In the discussion rates and reductions and discriminations were presented and argued upon, and when the opposers of the resolution saw that the chairman was determined to have the issue put to a proper test they endeavored to kill the resolution by declaring that it was not properly before the board, as it had not been seconded. Chairman La Rue informed them that the mover of a resolution in a quasi-judicial body had no more occasion to await a second to his action than had an attorney in a court of law.

"If we are going to make a rate," said Dr. Stanton, "let us make a rate that will appear consistent."

"I see many discriminations," echoed Mr. Clark, "and I want to be posted as to what they are. I think some reductions ought to be made in some places, but I want further information on some points."

And then they fell to discussing the rates at particular points, and the more they talked the more determined Dr. Stanton and Mr. Clark appeared to oppose the resolution. Then Dr. Stanton defended his position by declaring that Mr. La Rue had not submitted the resolution to him, nor consulted with him about it, and Mr. La Rue gave his reason and reminded Dr. Stanton that while he had called on him in reference to business of the board the doctor had never returned the courtesy.

"If you could show me what bearing this reduction has on the revenue of the road," said Dr. Stanton, "I will vote for



CANDIDATE-FOR-GOVERNOR LA RUE AND COMMISSIONERS CLARK AND STANTON DO NOT TALK THROUGH THE SAME HAT.

[From an original sketch drawn for "The Call" by J. Kahler.]

A long list of taxpayers and wheat-growers of Butte County commended the proposed reduction to Port Costa and presented a statement that the distance from Biggs to Port Costa is 113 miles, all down grade, requiring but one engine for a long train, and the present wheat rate is \$2 60 per ton, while the San Luis Obispo county farmers pay only \$2 50 per ton over a more difficult road of 270 miles. The petitioners prayed for a reduction of at least 20 per cent.

A petition from farmers and stock-raisers in the Salinas Valley asking immediate relief inclosed in a letter from Dr. M. E. Gonzales was presented. The petition urged a reduction in grain rates, setting forth the following facts:

The rate of \$3 per ton for grain from Gonzales to San Francisco is manifestly unjust when but \$2 50 per ton is charged for a similar amount of grain hauled from Pismo to San Francisco, a greater distance by 116 miles. In shipping our grain we are, by reason of the exorbitant charges, compelled to pay the Southern Pacific Company one-fourth the crop. In many cases, particularly when the grain is poor in quality, we are compelled to go further and give an amount equaling one sack in every three.

The producers are compelled to eventually pay the exorbitant freight rate of \$6 40 per ton for the actual necessities of life shipped here from the City of San Francisco. If the condition of affairs now existing is allowed to continue for any length of time we will be forced to convert our valuable agricultural lands into cattle ranges, at a great loss.

A communication from P. Burrows, San Miguel, Monterey County, in which he says the farmers last season had to mortgage their crops to get seed, and, after sacking, the sacks had to be branded to secure them from other creditors, was read. The letter continues:

From Tempton to Metz station they charge us \$3 per ton on grain. From San Luis Obispo, average sixty miles further, they charge \$2 50. Our land is in mountain patches fit for cultivation, small valleys and patches five to fifty acres on hill sides. Now to protect us ask the railroad company at your next meeting to give us at least an equal show with San Luis Obispo. Are we not charged higher rates than other points of equal distances? I laid the matter before the Railroad Commissioners four years ago. They informed me they thought they were elected to help people in our condition, and appointed the 27th day of August, 1891, to try cases. The Farmers' Alliance were to furnish the hall and conveniences for trial. I got complaints from shippers and business men of this upper Salinas Valley. The political hacks assembled in force and broke up the meeting and ordered me and the Commissioners out of the hall. I think the iron man at the head of the railroad who could not see any obstacles in building a road over a rocky mountain can well afford to help in our straitened circumstances.

Two communications laid over by the last meeting were read. They were from the Southern Pacific Company. One signed by T. H. Goodman reduced the passenger rates on the Lodi branch, which was approved by the board.

The other was from C. F. Smurr referring to the letter by Fred Hutchings, addressed from Woodbridge, April 19, complaining of the tariff on wood from Valley Springs to Woodbridge. He explains that wood is a commodity handled under the Western classification. Had the shippers called attention to the fact that they desired to ship wood and the rates would not permit them, it would readily have been observed that the Western classification was inadequate.

In answer to the charges of discrimination from San Luis Obispo, the letter says that the regular transportation lines have been harassed by tramp steamers, hard times causing water-craft to hunt up

\$8900 per mile, whereas in 1884 it was \$17,000 per mile. There is no line of business in California to-day, in our judgment, that has not suffered.

We simply appear here to present this petition and ask the board to adopt the resolution of reduction. It is not as much as we think we are entitled to, but we will take this small reduction as in the line of duty of this board and hope for better things in the future.

"What was the former reduction referred to by Mr. Phillips?" asked Dr. Stanton.

"Sixteen and a half per cent," answered Chairman La Rue. "The rate was \$3 60, and it is now \$3."

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that are booties in every way. The Kid is soft and pliable. The soles are hand-sewed and are free from cracks or threads, and they require no breaking in. They are well worth \$2 25.

J. & T. COUSINS' LADIES' \$5 STITCHED-HEEL BOOTS, Lace or Button, Kid or Cloth Tops, are now \$2 25.

A saving to you of \$1 75 on each even pair.

400 pairs LAIRD, SCHUBER & MITCHELL'S FINE KID HAND-SEWED WALKING BOOTS, reduced to \$4 50; former price \$8 50.

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700 pairs of the celebrated HANAN & SON FRENCH CALF, GOODYEAR WELT, CONGRESS, BUTTAN or LACE SHOES are reduced to \$4; former price \$8.

We are Sole Agents for Hanan & Son.

JOHN W. HANAN'S EXTENSIVE HAND-SEWED, BUTTAN, CONGRESS and LACE SHOES are reduced to \$5 to close them out.

We are headquarters for LADIES' and GENTS' BICYCLE SHOES; our price \$2 and \$2 25.

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The only practical Cake Mold made. They require no greasing, because they have an opening near the bottom through which a knife is inserted and the cake loosened from the mold.

7 Pieces, including Cake Receipts, \$1.50 PER SET.

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Oil Stoves, 4-inch wick.....50c

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Genuine Dover Egg Beaters.....10c

Henri's Pure Malt Syrup.....50c

Copper Wash Basins.....25c

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Apple Corers.....10c

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10 Arts Vienna Sheet Paper.....10c

The Crusty Bread Pans.....15c

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Syrup of Figs is for sale by all druggists in 50c and \$1 bottles, but it is manufactured by the California Fig Syrup Co. only, whose name is printed on every package, also the name, Syrup of Figs, and being well informed, you will not accept any substitute if offered.

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