

THE RECEPTION

To Mr. Sidney Lacey and Capt. A. W. Barrett.

A GATHERING OF CITIZENS At the Hotel Oxford in Honor of the Occasion—Toasts and Responses.

The Hotel Oxford opened wide its doors yesterday evening at 8:30 o'clock to the committee of citizens, irrespective of party, who met there to tender to Mr. Sidney Lacey and Capt. A. W. Barrett a reception and banquet in appreciation of their successful efforts to locate the Democratic State Convention of '88 at Los Angeles.

At the conclusion of his address, Marshal Risley arose and gave some statistics in regard to the railroad traffic and banking interests of Los Angeles, as compared with San Francisco. He stated that the Southern Pacific, during the second half of the year 1887, delivered 52,800 tons of freight more to Los Angeles than to San Francisco, and the Atchison, Topeka and Santa Fe, which delivers no freight at San Francisco, adds a great deal more to the surplus Los Angeles receives. The Farmers' and Merchants' Bank of this city has \$200,000 more deposited in its vaults than the California State Bank, the leading banking institution of the metropolis.

Senator Del Valle was asked to respond to the toast. "The Native Sons of the Golden West." He stated that the Democratic party was not an old chestnut, but the subject of the toast assigned him had become to him an old chestnut, from the fact that on every occasion when speeches were wont to be made, he was called upon to speak on the "Sons of the Golden West." He supposed the chairman had signaled him out as the victim of a joke, but he would decline to speak on that subject at all.

Presently Mr. Sidney Lacey arose and said that before proceeding further with the ceremonies, he desired with all due respect to the gentlemen who got up the "toast" to make a few remarks, which were to the effect that the State Central Committee had done well by Los Angeles, and conferred upon the people here an honor which he trusted all would properly appreciate.

He said "we want to treat the delegates to the convention in the right way they come here. There was much complaint about the manner in which the Republican State Convention of two years ago had been treated here. The report had gone out through the northern part of the State that Los Angeles was inhospitable, and that it was a poor place for the accommodation of conventions. This feeling had made it difficult to work up a sentiment in favor of locating the convention in this part of the State. We must render the best of treatment to all that come especially to the representatives of Santa Clara and San Francisco counties, whose committees have given us every vote. [Applause.] We must treat nicely all who come, and send them back with good opinions. We must show them we have a country of boundless resources here, and that we know how to treat our guests."

Changing the tenor of his remarks, he said that work had been going on to secure the convention for Los Angeles that most of the gentlemen present knew little of. Major Moran and others had done a great deal of work to accomplish these ends, and as for himself, he would claim very little credit. He appreciated what had been said and what had been done in behalf of himself and his colleagues, although he would attribute little of the honor to himself, as it was not due him. It was, however, clear by the shouts and the side remarks at the conclusion of Mr. Lacey's speech, that the assembly considered him in very great part responsible for the winning of the convention.

The first toast of the evening was "The President of the United States," responded to by Captain D. R. Risley. The Captain said: "Nobody wants to hear a speech from me. I am no speechmaker, but I can say a few words for this cause. The record of a Democratic President is before the country and it needs no apology. His name is Grover Cleveland. I have a dispatch from St. Louis which tells me his name will head the next ticket and Mr. Gray, of Indiana, will be his second." He then drank standing amid great applause.

Maj. J. Downey Harvey arose at the lower end of the table and presented a minority report. He said he and the rest of his end of the table wanted Stephen M. White, of Los Angeles, for the Vice-Presidency. This rally was received with much hilarity, and Lieut.-Governor White's health was proposed. Mr. White also responded to the next toast, "The Democratic State Convention of '88—may it bear good fruit." He said with reference to the convention as it was the first time it was to meet in Los Angeles or Southern California, it must afford the members of the party in this section great delight, gratification and pleasure. He referred to our accommodations and facilities for entertaining such a body of people and all the journals, irrespective of party, would help to make the visitors feel at home. He believed that the victory with the State Central Committee was accomplished by Mr. Lacey, with Captain Barrett, Major Moran and others as able auxiliaries. It must be remembered, though that the work did not end with obtaining the convention. There are other battles to be fought. He complimented the efficiency of Mr. I. W. Hellman as chairman of the County Central committee, and Mayor Burke as chairman of the City Central Committee, and believed as far as they were concerned they would leave nothing undone to make the convention a success and to gain a great victory in the coming campaign. He called attention to the necessity of proper registration and urged that there would be no neglect in this. He thought even the Republicans present would soon come into the Democratic ranks. At this there was much laughter at the expense of Coroner Meredith, who was the most prominent member of the Republican party present, and who claimed that in the absence of the High Sheriff, under the laws of California, he was his representative, and therefore, for the night, nearly equivalent to a Democrat.

Angels, the Queen of the Angeles," was responded to by Captain A. W. Barrett, who said: "We have one of the most prosperous and progressive cities of the State." He had laid great stress on the size and importance of our city while before the State Central Committee, and had told them that "in ten years we would exceed in size and importance the city of San Francisco itself," and extravagant as this statement seemed, he nevertheless firmly believed that in ten years it would have a population of 200,000, and have better improvements than any other city on the coast.

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The fourth toast, "The City of Los Angeles, the Queen of the Angeles," was responded to by Captain A. W. Barrett, who said: "We have one of the most prosperous and progressive cities of the State." He had laid great stress on the size and importance of our city while before the State Central Committee, and had told them that "in ten years we would exceed in size and importance the city of San Francisco itself," and extravagant as this statement seemed, he nevertheless firmly believed that in ten years it would have a population of 200,000, and have better improvements than any other city on the coast.

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Among those present were the gentlemen mentioned above and Messrs. W. R. McIntosh, George W. Burton, W. S. Waters, John T. Gaffey, E. Germain, Sam Hamilton, Esq., Col. Stow, the State Board of Equalization; Judge Eaton, of Pasadena; John F. Forster, J. M. Meredith, Ed. Baer, Chas. L. Northcraft, A. J. King, Esq., Gen. John M. Baldwin, representatives of the press, and others.

The fact that an "Air-line Railroad" between this city and Santa Monica via The Palms will be built, has been for some time past a matter of much interest, and the HERALD is now able to give the exact route that will be followed. Starting at a point in the western line of Los Angeles City and Ninth street, the line will run south along the boundary of Ballerino tract to Eleventh street; thence west along Ballerino tract, crossing Vermont avenue (extension) to B street of the Electric Railway, thence south along B street to Twelfth street; thence along Twelfth street to J street of the same tract; thence south on J street, crossing Pico street; thence to Bartlett avenue of the Schumacher tract; thence south along Bartlett avenue to Berkeley avenue of the same tract; thence west along Berkeley avenue, crossing Gertrude avenue into Cambridge avenue of the Washington and Pico Heights property or tract; thence west along Cambridge avenue to West-ern avenue; thence south along Western avenue to a county road between Dimmock, R. Thibault, Scous Bros., Z. J. Swaygart, J. F. McCarthy, Jose de Armas, et al., crossing Washington street near Sentous' slaughter pen, to the north line of Sentous' property; thence along the north line of Sentous' property to a county road near the residence of Jose de Armas; thence south along said road to the corner of Armas's property; thence west along said county road to another county road at the corner of Sentous and Cabot tracts, crossing the Southern Pacific Railroad, bearing a little to the westward to Villa street, of the "Palms" tract, thence south along Villa street, bearing a little to the east, crossing the county road at or near the foothills; thence bearing south-erly around said foothills to Rose and Charnock tracts; thence in a south-erly direction through the lands of Machado, Del Valle, Charnock and J. A. Crippen, entering East Santa Monica at Central avenue, thence along Central avenue to Sheridan avenue; thence west along Sheridan avenue to the county road on the west line of East Santa Monica; thence turning south along said road to Eighth street extension (county road) to the San Mon line. The road will amalgamate with the one for which R. A. Crippen and others are endeavoring to obtain a right of way through Santa Monica. The route through that town asked for is from the south limit of the town along Eighth street to Utah avenue, and thence along Utah avenue to Ocean avenue. Objections have been made by certain property owners on account of the road being operated by steam, and if entrance to the town by the above route is refused, the following will be probably adopted: Along Eighth street to Pennsylvania street, thence along Pennsylvania street to the intersection of Fourth street, thence along Fourth street to Front street, and along Front street to the intersection of Ocean avenue. Here connection would be made with Vawter's horse-car line, which has a franchise for steam, and the cars could therefore run to a point in front of the Hotel Arcadia.

A meeting of the promoters of the road was held yesterday afternoon in this city, for the purpose of organizing and drawing up the incorporation papers, but adjournment was taken without action until Monday. With the exception of one or two points all of the right-of-way has been secured, and the project will be pushed through at once. The cars will be propelled by motor power, and will leave each end every two hours at least. The organizers in this city are Messrs. E. Germain, H. L. Nash, F. M. Keach and A. J. Haley.

The transfer of the Garvanzo motor road by Mr. Ralph Rodgers to Los Angeles speculators has already been noted, but it is not generally known that a grievance has arisen over the affair. Mr. Rodgers entered into contracts to convey the line to H. T. McCrabbe & Co. of this city, but on placing the deed on record the foot of Cole & Washburn. As, however, they hold indisputable evidence of their rights to the property, the matter is certain to be decided very shortly. The new owners of the property have decided to enhance its value by continuing it to its original objective point the Raymond Hotel. It will be remembered that the line at present, after leaving Garvanzo branches out into the Eagle Rock valley for a distance of four or five miles. This section of the road will be maintained under the new regime, and the two and a quarter fraction miles separating Garvanzo from Pasadena will be built over, and the through line operated between the Raymond and this city. As this will be by far the shortest line between those two points, it will afford a means of rapid transit of incalculable value.

The Mineral Belt Road. A Line of Great Interest to the Santa Fe People. It is stated on good authority that work will shortly be commenced on the Mineral Belt Railway in Arizona. This road, which is to be operated between Flagstaff and Globe City, a distance of about 240 miles, is of great importance commercially. It traverses one of the richest sections of Arizona, passing through a magnificently timbered district and tapping rich mineral regions. But apart from this it has another important feature. The Sonora Railway from Benson to Gnyamas is the property of the Chicago, Topeka and Santa Fe road. To reach this line the company is now compelled to run its cars over the Southern Pacific's track from

Deming to Benson. The Mineral Belt road will have its Southern terminal within a few miles of Benson, and as its northern terminal is at Flagstaff on the Atlantic and Pacific, which is the Santa Fe's main line, it will be seen that by purchasing the Mineral Belt road and extending it to Benson the Santa Fe will be independent of the Southern Pacific. As the Sonora Railway promises in the future to be a great commercial feeder the importance of this project can be realized.

A Line to Hueneeme. There are prospects that those interested in the proposed line between Hueneeme to this city will shortly commence operations tending to its formation. The proposed route will pass through the most attractive and extensive agricultural regions of Southern California. Leaving Los Angeles the track will cross the San Fernando valley, thence via the Santa Susana pass through the valleys of Simi and Los Posas and the principal portion of the valley of the Santa Clara river in Ventura County. The Simi ranch offers to subsidize the line with \$100,000, and the other districts mentioned also give very tempting offers to the enterprise. Hueneeme, the western terminus, is a port of delivery established by Act of Congress and its roadbed is lighted by Point Hueneeme Lighthouses. The road can, it is said, be built very cheaply as the maximum grade is about 65 feet to the mile, and no tunnels will be necessary.

The Fairview Branch. Those interested in the Santa Ana and Fairview road are pushing its construction with all the speed possible. The grading is done four miles out from Santa Ana and two miles from Fairview, leaving only a gap of two miles and the bridging to be yet attended to. The ties are being distributed, and the rails are expected in a few days. It is anticipated that the road will be in running order in thirty days from date.

Will Come to this City. The San Bernardino Index says that a narrow gauge road from that city to Bear Valley has been decided on. Its present terminal point will be San Bernardino, though it will probably be pushed on to Los Angeles. The road as at present mapped out will be about forty miles in length, and will run through a richly timbered district, thus being of great benefit to the lumber trade.

The Elsinore Road. It is expected that the grading between South Riverside and Elsinore will be finished in about three weeks and the laborers will then be transferred to the division between San Diego and Elsinore. The route by which this road will connect with the Southern Pacific at Pomona is not yet decided and speculation is rife as to its probable course.

A New Line. The Long Beach and San Pedro Railway Company filed articles of incorporation yesterday for the purpose of building a railway from Long Beach to San Pedro Harbor, a distance of five miles. The following are the names of the directors: J. M. Leach, Harvey L. Bliss, J. E. Bouton, James Campbell, H. H. Green. The capital stock is \$100,000.

General Citings. Those injured in the San Fernando disaster are all doing well. "Lots of work, but no news," was the order of things at the Southern Pacific ticket office yesterday. The Burlington excursion, which will leave on the 12th inst., will go via Salt Lake and Denver, and not over the "Sunset" line. A standard gauge road is proposed from Northhoff, Ventura county, to Santa Barbara, passing through Carpinteria and Montecito, a distance of forty miles.

Los Feliz. Lots of one to five acres in the lovely Los Feliz hill tract, 1 1/2 miles from the city limits, in the front and fogless belt, and commanding the most enchanting scenery in Los Angeles county, can now be obtained on two years credit, at private sale. Before investing elsewhere call for maps, circulars, information and free tickets at the office of the owner, G. J. GRIFFITH, 210 North Main street, Los Angeles.

Now in transit from New York, Cross & Blackwell's jellies and pine apple jam in glass. Also, Vestal's oatmeal, Gorman's prunes, etc. K. M. Ham's, 270 South Spring street, corner Fourth street.

A NARAI INJECTION free with each bottle. Shiloh's Catarrh Remedy. Price 50 cents.

Buy Engle's fine shirts. 50 N. Spring street.

Point Reyes butter at K. M. Ham's, 270 South Spring street, corner Fourth street.

Spring novelties in neckwear at Engle & Co., 50 N. Spring street.

The Red Letter 5 cent cigar are guaranteed full Havana filler.

T. T. T. Having purchased from Los Angeles county thirty acres of land, only a short distance from the business center of the city, at a remarkably low figure, I have subdivided the same into lots, and will offer them for sale on and after the 1st day of April. This chance and will your own, as there will be bargains that will surprise you all. These are the cheapest and best lots ever placed upon the Los Angeles market. The Rapid Transit road, Krutz street car line and City Park are on either side of this tract. The largest locomotive and car works west of Chicago will be built only a few blocks away. Rapid transit, graded streets, beautiful views, plenty of pure spring water and delightful surroundings are a few of the numerous benefits derived by purchasers of these lots. They are within the reach of all, as the prices will be extremely low. For maps and prices call on R. A. King.

WITH DAY, HINTON & MATHES, No. 8 N. SPRING ST., OLD POST OFFICE BUILDING.

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WILSHIRE SAFE AND SALLER. CARRY A LARGE STOCK OF Safes, Scales, Store Trucks And Money Tills. Sales sold on monthly installments. Old safes taken in exchange. Write for prices. Address: WILSHIRE SAFE AND SALLER CO., 125 N. Main St., Los Angeles, Cal.

BAKER IRON WORKS. 519-521 Buena Vista Street. LOS ANGELES. Adjoining S. P. Depot Grounds.

ALL PERSONS INTENDING TO TRAVEL in Europe may obtain valuable information free by addressing: E. T. O'NEILL, Boston, Mass.

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GRAND EXCURSION TO AND AUCTION SALE AT RIO BONITO, BUTTE COUNTY, CAL., one and one-half miles east of the town of Biggs, on the California and Oregon Railroad. Saturday, April 14th, 1888. At 12 M., on premises, where we will offer for Sale at Auction 2,600 Acres of the Richest and Most Productive Soil IN THE STATE.

Subdivided into 30, 40 and 75-acre tracts. Terms—1/3 cash, balance in 1 and 2 years with interest at 8 per cent per annum on deferred payments. This land is known as CONGRESSMAN BIGGS' RANCH, and is situated on Feather River, and is famed for its richness of soil and unsurpassed beauty. Groves of mammoth oaks are scattered over this beautiful tract, and best of soil for Grapes, Lemons, Figs, Peaches, Cherries, and Tropical and other Fruits and Vegetables. Every acre is now under cultivation, either in fruit, grain or vegetables. This land is irrigated by all Central California. This is a chance to secure a beautiful home in a fertile and prosperous section. Climate for health unsurpassed. Abundance of pure water. A Grand Barbecue and Lunch will be served on the Grounds. \$5.50—ROUND TRIP EXCURSION TICKETS—\$5.50. Fullman sleeping cars will be attached to the train, which will be side-tracked at Biggs and remain until after sale.

Trains LEAVE: San Francisco (foot of Market St.) via Sacramento April 13th, at 6:30 P. M. Los Angeles via Sacramento April 12th, at 10:30 P. M. (Excursion tickets can be had including San Francisco on return.) Fresno April 13th at 3:12 P. M. | Sacramento April 13th at 9:30 A. M. Merced April 13th at 3:12 P. M. | Merced April 13th at 9:30 A. M. Trains from all points named above will arrive at Biggs April 14th at 12:40 A. M. EXCURSION TICKETS for sale at office of S. P. R. Co., or SHAINWALD, BUCKBEE & CO., 407-409 Montgomery street, San Francisco. For particulars, maps and diagrams, apply to SHAINWALD, BUCKBEE & CO., 407-409 Montgomery St. NEWELL'S SONS & CO., Auctioneers.

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