

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. About forty representative citizens were present, and the warmth and enthusiasm of the occasion fully demonstrated to the gentlemen in whose honor the reception was held that the people of Los Angeles fully appreciated the efforts which located the great annual gathering of the State Democracy in this city.

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, 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 signified him out as the victim of a joke, but he would decline to speak on that subject at all. He would speak on the merits of the present occasion, which he did and made a most eloquent speech. He said the Democratic party was always ready to give credit where it was due, therefore it was fitting to honor Mr. Lacey and his colleagues. He dwelt particularly on the efforts which Mr. Lacey had exerted in the last six or eight years in endeavoring to secure the convention for Los Angeles. He also complimented Chairman Hellman, and concluded with mentioning the importance of showing proper hospitality to the expected guests. He showed the good and evil that might result from the convention, and thought it would prove a great source of knowledge to those who came from the northern part of the State, who would thus be accorded an opportunity to view the resources and prosperity of Los Angeles.

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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Colonel J. J. Ayers responded to the toast "The Democratic Press of Southern California." He said: "In responding to any toast to the press I always feel en capite. But in responding to the Democratic press I feel a responsibility that does not suggest itself to every one." He referred them to the first victory of this section of the State in winning the convention, and the work of love and labor, which now remained for every one who loves this section and city, to do. He said we must not send the people away this year disgruntled, angry and inimicable to our place, as was the result at the close of the Republican State Convention two years ago. Let us bring them here with words of cheer and the hospitality which belongs to Southern California and send them away sounding our praises. But the people would do this. They passed their time from local to broader ground, the grand theater of statesmanship looked upon by the whole world, in which we were playing a part which would affect not only the present year but would reach far into the future. He spoke of the broad principles of government on which the Democratic party was founded—the correct principles of American government—the maintenance of which must not be a fight of words but of intelligence. He referred to some of the corruptions of the opposition. We have, as far as we could during our short time in power, handed back the reins of the government to their pristine ownership. The fight now is between the laboring West and the money-acquiring East, or, as John P. Irish expresses it, the "long-legged cow boss" in the West to be milked and addressed them in a strain that will assist the party with all the power that this machine gives.

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. Stone, 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, then crossing 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. Stuygart, J. P. McCarthy, Jose de Arnez, 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 Arnez; thence south along said road to the corner of the corner of Arnez'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 into Villa street, of the "Palms" tract, thence southwest 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 on 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, crossing the extension of Fourth street, thence along Fourth street to Front street, and along Front street to the intersection of Ocean avenue. Hence 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.

RAIL AND TIE.

An "Air Line" to be Built to Santa Monica.

THE NEW ROAD TO HUENEME.

Trouble About the Sale of the GARVANZO MOTOR LINE—De-pot Gossip.

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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 Huene-me. There are prospects that those interested in the proposed line between Huene-me 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. Huene-me, the western terminus, is a port of delivery established by Act of Congress and its roadbed is lighted by Point Huene-me 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.

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. Ellis, J. E. Bouton, James Campbell, H. H. Van Green. The capital stock is \$100,000.

General Gleanings. 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.

MISCELLANEOUS. THE Los Angeles Fancy Goods Co. Embroidery Materials and Decorative Art, Hosiery, Corsets, Laces, Ribbons, Yarns, KID GLOVES, HANDKERCHIEFS, SILKS, FLUSHES, FELTS, SATINS, FRINGES, CANVASES, LADIES' MISSES' CHILDREN'S AND INFANTS' UNDERWEAR. White Goods, Linens, Towels. Most Complete Assortment in Southern California. The new Turnverein building, Spring St., between Second and Third. Orders from the country receive our prompt attention. The Los Angeles Fancy Goods Co. L. J. HARTMAN, Manager.

NOVELTIES IN DRESS GOODS! ARE BEING RECEIVED DAILY. THE CREAM OF THE EASTERN AND EUROPEAN MARKETS. SPRING AND SUMMER DRESS GOODS! SILKS AND TRIMMINGS, THE PEERLESS Dry Goods Emporium of Southern California 108, 107, 109 N SPRING ST.

ROUSE & CURTIS, General Commission Merchants AND DEALERS IN POTATOES, ONIONS, BEANS, BUTTER, CHEESE, EGGS, POULTRY, ETC. POTATOES IN CAR LOTS A SPECIALTY. 110 Upper Main St. and 539 North Main St., LOS ANGELES, CAL. CONSIGNMENTS SOLICITED. TELEPHONE No. 861.

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 unsurpassing beauty. Groves of mammoth oaks are scattered over this beautiful tract, and the soil for Grapes, Lemons, Figs, Peaches, Cherries, and Tropical and other Fruits and Vegetables 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.

To Architects. The Western Manufacturing and PICKLE FACTORY, George Schneider, Proprietor. MANUFACTURER AND DEALER IN CATSUPS, WORST, SAUCE, MUSTARD, OLIVES, Sweet Oil, Sour Krant, Horse Radish, Holland Herrings, Russian Sardines, Anchovies, Sardelles, Chow Chow, Vinegar, Pickles, etc. 30 S. Los Angeles Street. Telephone 817. WILSHIRE SAFE AND SILL'S. 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 SILL'S CO., 128 South Main St., Los Angeles, Cal. Geo. A. Johnson, Manager.

Undelivered Telegrams. Undelivered telegrams at the Western Union Telegraph Office, 17 North Main street, up to 10 P. M. Saturday: A. Bills, Mrs. J. O. Scott.

Attention is called to the advertisement of the Black Diamond Coal Company in another column.

Call for the Red Letter Havana filled 8 cent cigar.

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 is a chance to secure a beautiful home in a fertile and prosperous section. Climate for health unsurpassed. Abundance of pure water. 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. Ling.

DAY, HINTON & MATHES, No. 8 N. SPRING ST., OLD POST OFFICE BUILDING. TRANSIT TRACT. m 26-1m