

behalf of his client.

TEMECULA CANYON LINE.

The complainants examined Supervisor H. C. Thompson of Riverside, a resident of Murrieta. He testified that the break in the line was a great injury to the trade relations of that section of country and San Diego. He quoted figures to show that the rates were not so low over the Santa Ana route as they were over the Temecula line. He did not know whether the route through the canyon was feasible or not.

When the afternoon session was begun the answer of the railroad company to the complaint was read. It was to the effect that the cost of rebuilding the road would be excessive, especially if the roadbed were elevated out of the reach of floods. The traffic along the line is not sufficient to justify such an expenditure. The business along the line is cared for by the roads now in operation, one being direct from San Diego to Fallbrook and the other being from Temecula to San Diego by way of Riverside and Santa Ana. The rates over the latter are alleged to be the same as they were over the canyon line, so that the service is just as good except for the loss of time caused by additional mileage.

Ex-Supervisor J. P. M. Rainbow was the first witness in the afternoon. He said he had lived $5\frac{1}{2}$ miles from Temecula for a number of years. The Temecula road was always running, except for slight delays, until it was washed out. Other parts of the Southern California road were washed out, as well as at Temecula canyon. The cessation of operations on the canyon road injured his business. He was formerly a shipper of olives, but could do nothing after the line was abandoned. Before the wash-out many land-seekers went over that route, but none go there now. During an ordinary season no great amount of water flows through the canyon. Mr. Rainbow said he had seen driftwood twenty or twenty-five feet above the track. Shippers there are now sending wheat and potatoes to the north instead of south to San Diego.

Montgomery M. Moulton, editor of the Fallbrook Observer, testified that a public meeting had been held at Fallbrook to take concerted action regarding the rebuilding of the canyon road. All had been in favor of it, and resolutions to that effect had been adopted, and a committee had been appointed, with himself as chairman, to come down and present them to the commissioners. Mr. Moulton said he had no ill will against the company. His editorials had been written because he believed that with a through railroad the fine country there would be rapidly developed. He denied that he had an editorial in the last issue of his paper advocating the forfeiture of the entire franchise of the Southern California road if it failed to rebuild the canyon line. The sentiment of Fallbrook people is for a through line. Fallbrook may gain by being at the end of a local line, but the country in general would be benefited by a through line. Land-seekers would then reach the country from the east. He believed that if the road were rebuilt in the canyon it would have to be raised.

B. A. Neff of Fallbrook told of the great flood of 1891 that washed out the track. He said that a granite quarry in the canyon above Ranchita had ceased operations since the line was abandoned. The people of Fallbrook helped to build the road from De Luz to Fallbrook. The company estimated that it would cost \$10,000. The Fallbrook people helped with teams and work.

THE GREATER ISSUE.

The commission and the audience ap-