

SAN MATEO'S SCHEME

Approval of Its Plan to Begin Building the Boulevard.

THE PEOPLE FAVOR IT.

Indorsement Comes Even From the Coast Side of the County.

WILLING TO ISSUE BONDS.

The Committee of Five Preparing to Secure Plans and Outline Methods of Procedure.

SAN MATEO, March 28.—The boulevard project approaches nearer to success every day. Through this region public enthusiasm and confidence has been stimulated by the definite organized and determined efforts to carry out the plan which have been begun by a number of leading men, as described in the CALL this morning.

The operations of the committee of five, who are to gather information, formulate plans and select a general committee of thirty prominent citizens to the boundary of the county, in whose hands the project will be placed, will be watched with much interest, not only throughout this county, but in San Francisco and San Jose, where interest in the scheme is already great.

At the beginning of the agitation for the boulevard it was thought by many that if the project ever got beyond the stage of inception it would have to be first taken up in San Francisco and San Jose and then San Mateo County might fall into line. But now San Mateo County has taken it up independently and started right ahead with it. No one is discussing what San Francisco and Santa Clara County may or may not do.

The proposition here is for San Mateo County to go ahead, secure plans for a grand driveway thirty miles long from the San Francisco line to the boundary of Santa Clara County, near Menlo Park. It is estimated that the amount of money to be raised is \$250,000, and build the boulevard. There is no doubt in anybody's mind that the two end sections will be built. The enterprise in this county will greatly stimulate that of its neighbors.

There is now no question that a proposition to bond the county for the boulevard will be put before the voters, and that before long. San Mateo County will be stirred up from end to end and from bay to ocean. At this time the prospects of two-thirds of the voters favoring the bond issue can only be guessed at; but along the bay side of the county, where three-fourths of the population is located, the sentiment in favor of it seems so far to be unanimous and enthusiastic.

The county papers and the active and leading men of all classes who guide public opinion strongly indorse it. Among its staunch supporters are a great number of wealthy and well-known San Francisco people who reside hereabouts or have property here, including all the well-known members of the Burlingame colony and such men as W. H. Howard, Nat C. Brittan, the Spreckles, Captain A. H. Pavson, Alvinza Hayward, Timothy G. Phelps and other large property-owners along this stretch of bay shore, who are equally well known. Everybody who does business or owns a lot along the proposed route of the boulevard knows that it would greatly increase the population, wealth, business, property values and fame of the county. If there are any sillurians along the route who will oppose the bond issue, they have not yet been heard from.

The preliminary anticipations of opposition from the big but sparsely settled section of the county over the range toward the ocean are already disappearing from the minds of the present active promoters. More rumors of favor than opposition have floated over the hills. The idea has taken shape that the districts of which Spanishtown and Pescadero are the centers should receive their proportion of the money raised, based on assessment values, for their own roads. They need roads over the hills badly, and that portion of the county would be voting on bonds for its own direct benefit.

Supervisor J. J. Brown of San Mateo, who is strongly in favor of the boulevard, says:

"The people over there have many reasons for favoring the bond issue. Now, most of the road money is spent on the county road. But little would be needed to maintain the boulevard and there would be more for other roads. The boulevard would help the entire county. When a good driveway brings people from the city and elsewhere easily into this region a good many more will go in that direction for both business and pleasure. The side drives into the mountains would take pleasure seekers up into the redwoods and among the lakes and camping places, and on to Halfmoon Bay and that country."

One of the influential backers of the boulevard is ex-Senator J. D. Byrnes. He said:

"Everybody from all over the county that I have spoken to is in favor of it. They even favored it over at Halfmoon Bay, where I was last Sunday. My idea of the boulevard is that it would open the county and its resources, bring in people, develop the country and increase property values. We probably ought to spend \$200,000 on it. I think that it would hardly increase the tax rate. The boulevard ought to be built and now is the time. The people will never be so willing or rights of way so cheaply secured."

Arguments in favor of the boulevard multiply and many considerations appealing to public pride, public spirit, love of the beautiful, desire for pleasure and the individual and selfish interests of the people generally are urged in its favor. One must pass along the route of the boulevard, through this park—the handiwork of nature—to appreciate those arguments. The same trip would give an idea of what the boulevard would be to the life and pleasure of San Francisco.

From a few miles south of the city, where the western shore of the bay in its sweep southward begins to find shelter behind the Santa Morena Mountains, the plain that extends back from the bay and the foothills that rise in disorder toward the mountains range, presents a panorama of exceeding loveliness. Creeks that run to the bay through tangles of green come out of wild canyons above, and the great old live oaks, fantastic and majestic, that dot the entire landscape for many miles, hang over the roadway below and the edges of hills above, are worth a day's journey to see. The mountains, too, are picturesque.

There is little or no farming to be seen

for many miles. Rich men own it all in immense tracts, most of them refusing to sell any of it at \$1000 an acre. On the big green fields, with its lush grass and beautiful flowers, are pastured here and there a few blooded horses and occasionally a few deer. This region for its natural beauty was early claimed by rich men and it mainly remains what it will always be—the finest suburban region about San Francisco.

One constantly passes magnificent estates which wealth and cultured taste have made beautiful. So many trees have been set out, especially near the line of the railroad, which runs close to the bay and near the towns along it, that from the trains one sees little or nothing of the richness and beauty of the region which lies back of it. The region but awaits easier and quicker communication with San Francisco to undergo development, and the city but awaits easy communication by the boulevard to enjoy it.

North of San Mateo for a considerable distance the foothills sweep backward for two or three miles from the bay, and at Belmont they swing out nearly to the shore, sweeping deeply in again southward. Because the foothills are comparatively inaccessible they are unimproved, except for a few magnificent country homes, but they will some day be dotted with the prettiest homes about the bay. The boulevard would open this region to San Francisco and afford one of the most famous drives in the world. As was pointed out by Edward McJ. Johnstone, such a driveway down the bay would offer in addition some side drives of tireless interest. Roads lead up the canyons, over the crest of the inner range, on to the lakes that nestle there, through redwood forests over the main range and on to the ocean. From a slight elevation in the foothills one sees the bay spread out below, and a little higher up one catches a glimpse of San Francisco and the whole bay region for fifty miles.

Many people want the boulevard laid out by a new route along the foothills. This would offer a much finer way for a pleasure drive and present more scenic beauty. Others say that it would cost so enormously much more than to widen and improve the present county road that runs along the plain that it would be impracticable.

Ed McJ. Johnstone, artist, writer and editor of the Traveler, has explored every nook of this region during a fifteen years' residence at San Mateo, and yesterday he gave his idea of the boulevard.

"There is only one thing to say about the boulevard, and that is that it ought to be built," he said. "Few San Francisco people have any idea of the beauty of this region. The contrast in climate with the city is exceedingly marked. The region is attractive every way to visitors and residents. But, as I say, few people know it. There is no way through this county that one can take and see so little of the picturesque corners as by the railroad. People have often expressed to me their astonishment at the number of beautiful drives about San Mateo that they had no idea of."

"There would be some magnificent side drives leading off the boulevard. One would be to Pilarcitos and San Andreas, passing over the inner coast range, from which there is a superb panoramic view of the region of San Francisco and this side of the bay clear to Mount Hamilton. The oak knolls, the magnificent madrones and the redwood country beyond are features of the trip."

"Another picturesque ride is up San Mateo Creek Canyon, by the Pescadero stage road, past groves of oaks, madrones, alders and buckeyes to the redwoods near the summit. Passing Crystal Springs lakes to the summit there is a grand view of the ocean on one side and the bay and its surroundings on the other. From the summit one can swing along the lake and return down Belmont Canyon, the prettiest one on the peninsula and the old stamping-ground of Ralston and Sharon. Another fine drive is from Redwood City to Searsville, over the mountains to La Honda and San Gregorio, where there are as fine redwood forests as I have seen. These side trips would be enjoyed by many if the boulevard made this region popular and accessible."

THROUGH THE CITY.

PROPOSAL TO CONNECT GOLDEN GATE PARK WITH SAN JOSE.

The proposition to establish a boulevard between San Francisco and San Jose is growing. It is growing more in San Francisco than in any other direction, and the result will be a half-dozen boulevards built within the limits of San Francisco that will connect with the main artery that will lead toward the foothills of San Mateo and the orchards and vineyards of Santa Clara.

One has already been suggested, that of a connecting driveway from Golden Gate Park southward to the southern limits of the city at which point the main boulevard shall start. Such a road would form a practical southern outlet from the park and pass through that section of the city which presents some grand views of the ocean and other scenery.

Some of the property-owners along the route suggested have signified their willingness to grade and macadamize their portion of such a driveway as shall pass through their property. The owners of the lands through which the boulevard would run, in the order of their holdings, are: Mayor Sutro, the Spring Valley Water Company, J. P. McCarthy, W. M. Fitzhugh, Sunnyside Land Company and various property-owners at both ends of the line.

The owners of property along the line who have already promised to build their share include the land from Laguna Honda on the north to Mayor Sutro's land on the south.

The proposition is to construct a boulevard or driveway, beginning at the junction of Seventh avenue with the park, to extend south on Seventh avenue to Laguna Honda, the lower lake of the Spring Valley water works. The line would then run, according to the surveys that have been made, along the west bank of the lake in a southerly course across the Market-street extension, continuing in that direction along the Alms house road through the Alms house tract to a point where the San Miguel road reaches Stanford Heights.

Thence the line runs east to Stanford Heights avenue, and turning a right angle continues south for half a mile when it bears off to the east, forming an irregular semicircle for nearly a quarter of a mile, then proceeds south for another quarter mile and again making an angle runs west nearly a quarter mile to the lands of Mayor Sutro.

The survey indicates about a half mile, running directly west through Mayor Sutro's lands and then a quarter mile south to Arlington street, thence along that street to Ocean View.

This route, of course, may be subjected to changes, but it has been selected with the idea of combining certain economical advantages with superior scenic attractions.

The Alms house road is now a beautiful driveway which only needs widening.

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MAYOR SUTRO HEARS THE NEWS.

Approves Governor Budd's Action in Pocketing the Bill.

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"This one act," continued the Mayor, "is enough to signalize the administration of Governor Budd. Nobody knows the pressure he has had to resist to do this thing. All the power of the Southern Pacific has been brought to bear upon him. The Governor's signature to that bill would have been worth millions of dollars to the company."

"Mr. Mills and Mr. Herrin, the railroad's agent and attorney, are in Sacramento now, and have been for some time, using every argument and bringing every influence that they could call up to induce the Governor to sign the bill, and the fact that the Governor has turned his back upon them should call for cheers from every good citizen of the State to know that we have a Governor for the people. Bully for the Governor! I shall sleep sounder for knowing this."

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- A. B. 678.—To repeal the act relating to the collection of personal taxes in San Francisco and requiring counties, cities, etc., to conform to the Political Code.
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- A. B. 131.—Creating a Code Revision Commission and appropriating \$31,200.

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- S. B. 793.—To pay the claim of Cornelius Lynch for \$2500.
- S. B. 417.—Appropriating \$6000 for tilling the first floor of the Capitol.
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Enormous Production of the Fertile Suburban Hills.

JUST OVER THE LINE.

Where Cabbages and Potatoes That Are Sold in Chicago Are Grown.

NEAR THE NEW BOULEVARD.

Something About the Promising Little Town From Which Big Wagons Go Forth.

COLMA, March 28.—Few San Francisco people eat their vegetables with much knowledge of where they come from. To see vegetables, carload after carload of them, one four-horse wagon after another creaking under tons of them and hundreds of acres of rolling hillsides presenting a vegetable mosaic, one must go to Colma.

This little suburb of San Francisco, a little south of the county line, is the center of the city's chief vegetable supply. The village lies a mile or more from the ocean, nestling in a valley two miles wide, which runs from the beach at Lake Merced westerly between the beginnings of the Santa Morena Mountains and the San