

TALK OF THE BOULEVARD.

Advantages of the Finer but More Expensive Foot-hill Route.

THE COUNTY ROAD FAVORED.

Nat Brittan and Others Want the Greatest Glories Revealed.

The projected boulevard between Golden Gate Park and San Jose has already shown promising prospects of success that the best routes are now being discussed by many people in a very energetic way.

The Mission road out of the city, from the ends of Mission and Valencia streets, which, with the San Bruno road, is the only exit from the city, is at present left out of consideration by everybody.

Along one section of the way, however, the foothill route may possibly be found available. From Belmont south to Menlo Park the country road is not so thickly populated and along that stretch the foothills are especially magnificent.

At the imminent risk of losing his own life, he rescued two people from the clutches of the Pacific's high-rolling tide, and then calmly walked away without learning the names of the man and woman who owed their existence to his coolness and daring.

RISKED HIS LIFE.

Gallant Rescue of a Couple From the Rapidly Rising Tide by P. J. Bartlett.

P. J. Bartlett, a cigar-dealer living on Market street, did something yesterday which entitles him to rank with the bravest of the brave.

At the imminent risk of losing his own life, he rescued two people from the clutches of the Pacific's high-rolling tide, and then calmly walked away without learning the names of the man and woman who owed their existence to his coolness and daring.

"There was really nothing in what I did," said Mr. Bartlett yesterday, "for the simple reason that there was little or no danger attached to it. Accompanied by a friend I went out to the Cliff House to spend the day, and incidentally to do a little fishing.

As I neared a point called Bakers Beach I noticed a woman standing on a rock, about which the waters were dashing furiously, each incoming wave going just a little higher.

"As I got opposite the rock a man, the lady's husband, as he afterward told me, plunged into the water, evidently intending to reach the rock at all hazards. I saw in a moment that the undertow would

westward from Redwood City into the hills. Some time ago Mr. Brittan and a few others secured the opening of a splendid drive, two miles long, connecting these two roads a mile or so west of the county road. It is suggested that the boulevard follow this thoroughfare, which is called the Alameda de las Pulgas.

From its southern end a new road could be opened to a connection southward with the county road. This, of course, remains yet simply a magnificent idea.

Nat J. Brittan, who is keenly interested in the boulevard, has some strong ideas about it. He says:

We need boulevards, and the more the better. There should be some on the other side of the bay, but this one is absolutely necessary. It is the finest thing ever proposed here and it is vital to San Francisco. It is important to all of California, for it would display to the visitors to the Pacific Coast a drive and a region

ahead of anything in the world. It would be San Francisco's trump card.

This city has no other opportunity to show its only outlet by land. No other city in the world is in such a position, and no other city in the world has so fine an opportunity to have a boulevard that would be world famous.

That boulevard would pay every mortgage between here and San Jose and in the process create the value of property many times. The region through which it would run would be a revelation, and thousands would long to live in such a country.

As beautiful as that stretch of country down the bay seems from the county road, its true beauties are almost unknown. They lie in and by the foothills, and they have always been from north to south and crossed from east to west. There is this city's great future to be. To drive through that region is to want to stay there. Nature has lavished riches on this country on no other spot in the world as a place for homes.

My idea of the boulevard is that it should start from the park and swing to the south along the foothills with everything above and below. It may be necessary to circle into the lowlands in one direction and on a clear day the Sierras can be seen in another.

As far as possible the boulevard should skirt the foothills. They are the unparalleled beauties of that region. No winds, no fogs, warmer in winter and cooler in summer than the lowlands, they have the most equable climate in the world. Anything can be raised to perfection, and with all the beauties and magnificence there only man is vile.

A drive by that route would continually open new vistas. It would overlook the richest plains in the world, the base of mountains beyond the Sierras in the far distance, while the Santa Cruz Mountains rise majestically close at hand and every few minutes little valleys and little canyons would open to the enchanted view.

The beauties of the foothills there have so far been left mainly to the cow and her calf. Nature has been prodigal there and I have seen no place in the world that compares with that long stretch of foothill region.

It would be easy to take this region from Belmont south, by using the two miles of road skirting the foothills, called the Alameda de las Pulgas, and continuing the route southward. That drive would be simply incomparable. There are many famous drives in the world, like the Riviera, that are available during part of the year, but here would be a drive that would be available year round, and especially in winter. Now is the time to build it, when the weather is so favorable.

Again, and the property-owners are ready for it. They can have my orchard or anything else needed from me, but here would be a drive that would be available year round, and especially in winter. Now is the time to build it, when the weather is so favorable.

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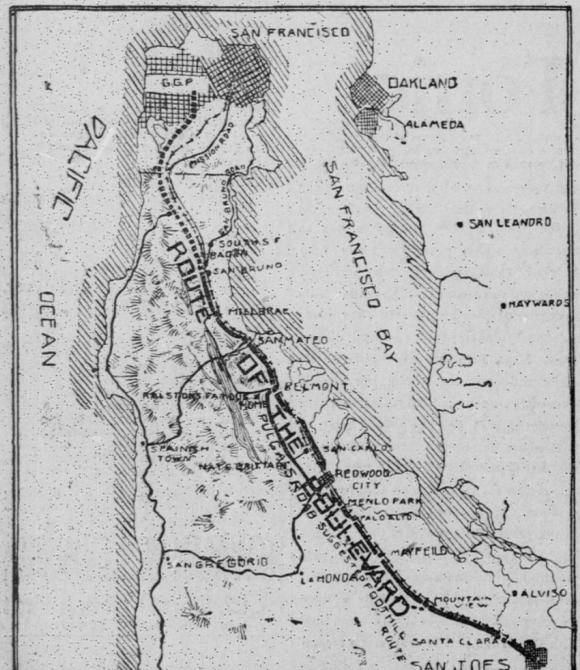
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THE ROUTE OF THE PROPOSED BOULEVARD.

According to every suggestion yet advanced the boulevard would run from the south entrance of Golden Gate Park over a portion of the Alameda road, south to Ingleside and the new racetrack, and then, passing Lake Merced, swing along the foothills back of Colma to a junction with the county road between Baden and Milbrae. By the most general plans it would then follow the county road to San Jose. Many active backers of the boulevard favor running by new routes near the foothills. This is especially urged south of Belmont. From there a magnificent road two miles long, but having only side connections at present, has been opened, mainly through the enterprising efforts of Nat J. Brittan, and is called the Alameda de las Pulgas. This would offer a magnificent section of a foothill road. Some of the superb side drives up picturesque canyons to the redwoods and over the mountains toward the ocean are indicated.

proves too much for his strength, so I went to his assistance and without any difficulty got him safely out. "In the mean time the lady was making frantic and alarming appeals for help. Selecting a moment when the ter had receded to furthest point I dashed in and it was but the work of a moment to take her in my arms and place her safely ashore. The meeting between husband and wife and child was very affecting, and shall not soon forget it. They both thanked me warmly for what I had done, though really it was nothing. All you had to do was to dash in between waves and the thing was over. The lady had climbed up on the rock and did not notice the rapidly incoming tide until the waves began to dash against it."

According to Marie Tempest, the finest opera-house in the world is at Dunth.

Highest of all in Leavening Power.—Latest U. S. Gov't Report

Advertisement for baking powder, featuring the text 'ABSOLUTELY PURE' and 'HIGHEST OF ALL IN LEAVENING POWER'.

PISTOLS WERE TRUUPS.

How Work on the Sutro Electric Road Was Temporarily Stopped.

SCENE ON CENTRAL AVENUE.

Mayor Sutro Says It Is a Part of a Plan to Spoil His Franchise.

There was a clash yesterday morning between the workmen employed in the construction of the Sutro electric railroad to the Cliff House and the officials of the California-street cable railroad. The scene of the difficulty was the corner of California street and Central avenue, where the proposed line to the ocean beach turns from Central avenue into California street.



WHERE SUTRO'S MEN AND THE CALIFORNIA-STREET RAILROAD OFFICIALS CLASHED.

of any civil engineer they might select. They would not accept.

The whole matter is that the octopus is fighting me, and I am surprised that the people of the interior are passing remarks because I don't subscribe to the valley railroad. Here I am fighting the octopus single-handed, and while I know that the valley road will do the State much good, my fight here is more for the benefit of the people of this city. I am willing to do a proper understanding with these people, but the whole object of the thing is to delay the building of the people's road to the ocean beach, that is the animus which is behind the affair of this morning.

Superintendent Harris of the Sutro road said that he thought the whole matter was a "cold bluff" on the part of the California-street people, but it did not work.

Up to late last evening the men were still engaged in cutting through the cement bed of the cable company's tracks, and making a way for the turn in the Sutro road. After Deputy Street Commissioner Fallon ordered the cars to remain either one side or the other of the crossing where the work was going on the laborers were able to work faster.

Even at the best, though, it was difficult and slow work cutting through the hard concrete. As they proceeded they braced up the cable track with stout beams. It had been reported that the California-street Cable Company would make an effort last night to prevent the work from becoming completed, but there were no signs of such a demonstration last evening.

Superintendent Harris was again emphatic in his statement that the California-street road would do nothing further in the matter.

"It is not the policy of this road to be obstructive, and we don't propose to be. What we did this morning was under the advice of our attorney, and I believe we were right. No, I do not think we will consent to the stoppage of the work. We have done all we could to come to an amicable arrangement with Mr. Sutro, but he has not shown an inclination to treat with us in the same spirit."

At the same time there are several heavy cars placed on the south side of their track, just above the turn, and when the Sutro men come to them in the course of track-laying there is liable to be another battle. The cars belong to the Market-street Railroad Company, and it is the animus which will be done with them remains to be seen.

Later in the day this difficulty was done away with, as Deputy Superintendent of Streets Matt Fallon went to the scene, and ordered that the cars should not be stopped on the crossing of Central avenue. This gave the Sutro men a chance to work. There was no favoritism shown by Deputy Fallon, though, for when giving the orders to move cars off the crossing, he also notified the Sutro men to not obstruct California street by throwing piles of dirt promiscuously around.

The trouble, however, did not end with the early morning session. Williams, one of the laborers who had been prevented from working by the sight of pistols displayed by Harris and the others, went down to the City Hall and swore out warrants for the arrest of Harris and Bows upon charges of displaying a deadly weapon. Later they were arrested, but were released upon depositing \$40 cash bail by Police Judge Joachimson.

The stories of those who were closely concerned in the affair vary somewhat.

E. Williams, who swore out the warrants at the instance of George T. Gaden, clerk in Mayor Sutro's office, said:

I was just about to pick up a paver when Harris ordered me to put it down. I asked him why I should do that and he said he would soon show me if I didn't stop work. Then he pulled out a revolver and pointed it at me. The man who was with him pointed a revolver at me, too. We, of course, wanted to stop work. I put the paver on the pile when Harris said I didn't stop work he would shoot. Mr. Finney, our foreman, ordered us to stop work till he could consult with the Mayor, so we all quit.

In speaking of the matter Superintendent Harris said:

Our company has given the Mayor every chance to come to some terms with us as to what he intended to do with that portion of the street where our tracks are, and over which he has a franchise. We are not antagonistic to the new Cliff House road.

Yesterday morning our representatives called upon the Mayor and requested him to come to some agreement about crossing our tracks or of running up California street. We could get no satisfaction then nor any other meeting which we had about the same matter.

It is known that where the Sutro road people want to cross our tracks we are terminus and where our switches are. We, of course, wanted to know, if heavy cars were to cross our light tracks and roadbed, where we were to get off as regards expenses. After their tracks were once

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Preparations Being Made for the Stockholders' Meeting Friday.

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These gentlemen propose that the new line shall build from Fresno by way of Hanford to Bakersfield, and they came armed with maps and statistics, which were offered in evidence to show that the route suggested would be a desirable one. They said that Hanford was prepared to guarantee to the company all the rights and privileges that could reasonably be expected. They proposed to give the right of way through Hanford and the adjoining territory and also the land necessary for depot and station purposes, besides pledging a substantial subscription to the capital stock of the company.

"There is nothing which we possess and which it is in our power to give you, gentlemen," said the chairman of the delegation in addressing the directors, "but that we will freely part with, if you will only give some assurance that the road will come to our city we will engage to do our full share in support of the project."

The directors promised the members of the committee that the claims of Hanford should receive prompt consideration.

In the afternoon little business of importance was transacted. The regular monthly accounts were passed upon and trivial contracts for material were signed by President Spreckels. These consisted of 48,000 kegs spikes, for which Miller, Sloss & Scott were the successful bidders; 15,000 track bolts and nuts, which will be supplied by the Dunham, Carrigan & Hayden Company, and 75,000 angle plates, for which John Merrill will furnish.

On Thursday at 2 p. m. a meeting of the promoters' committee will be held, and on Friday at the same hour a general meeting of the stockholders will convene in the Chamber of Commerce for the purpose of electing the board of trustees. The following notice will be mailed to-day to all members:

Dear Sir: Your attention is called to the meeting of subscribers to stock of the San Francisco and San Joaquin Valley Railroad Company, to be held at the rooms of the Chamber of Commerce on Friday, the 5th day of April, 1895. Your personal attendance is necessary and is earnestly requested. It is desired that the proper number of shares may be represented and the business of the meeting completed at the time.

CLAUSS SPRECKELS, President.

H. J. Corcoran of Stockton, manager of the California Navigation and Improvement Company, was closeted with President Spreckels for some time yesterday afternoon. The former gentleman said afterward that the people of Stockton would have everything in readiness to fulfill their promises to the directors of the road inside of a couple or three days.

The choosing of a party by the head officials of the Santa Fe road to this city to-day has been looked upon by some people as a matter of some significance in connection with the valley road prospect. Mr. Spreckels and his associates, however, disclaim any knowledge of the object of the visitors in coming here, and there appears to be nothing more in the trip than a mere pleasure jaunt, so far as its extension to this city is concerned.

The Santa Fe is now in the hands of receivers, and even if they were strongly in favor of acting in conjunction with the valley road people they would find themselves hampered by legal obstacles.

LEASE OF CHINA BASIN. Governor Budd Comes to Town and Makes His Arrangements.

Governor Budd came to town yesterday, and in political circles his visit was the event of the day.

Contrary to the expectations of the many, he would make no promises regarding appointments, and their only consolation was poor, indeed, as the Governor announced to all that patronage would not be considered by him for at least another month. By that time he hopes to have the numerous important questions off his hands.

But the particular significance of his trip this time to San Francisco is a matter of deep interest not alone to the city but to the whole State. He came to arrange preliminaries for the lease of China Basin to the San Francisco and San Joaquin Valley Railroads, and to go over the ground as well as to look into the various details. After thus making himself familiar with the situation he will return to Sacramento for a few days.

There will be a very important meeting in this city on Saturday—important because at that session China Basin will be leased by the State to the new railroad company for terminal facilities. Governor Budd will be present, and so will Mayor S. H. Crocker, the Board of State Harbor Commissioners, and it is to fall to their lot to make the transfer.

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Simon & Miller..... 10

A. B. Custer..... 1

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Total..... \$31

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