

LATEST OAKLAND NEWS.

Defaulter Lambert Will Be Released on Bonds This Morning.

HE MAY PLEAD INSANITY.

The Elks Will Erect a Monument to Their Dead—A New Newspaper.

Walter Lambert, the defaulting Police Court clerk, was turned over by Chief of Police Schaffer to Sheriff White yesterday morning.

Early in the day he said he would defend himself before the court, but later he changed his mind and sent for Attorney Fitzgerald, whom he employed to look after his case.

Lambert still sticks to his story that he can't account for the shortage which was found after his flight, and says that as soon as he can get at the books he will be able to clear up the mystery and show that he did not embezzle any of the city's funds.

Crowley and Blood were called to attend Lambert yesterday, and from their remarks those who were present inferred that his defense may be insanity, as was intimated in yesterday's Call.

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train last night for their future home in Virginia City.

Notes. Professor Frank Soule, head of the civil engineering department at the university, will deliver a lecture on modern engineering at the Mechanics' Library, San Francisco, this evening.

Professor and Mrs. W. B. Rising gave a very pleasant reception last evening at their home to a large number of students and their relatives.

A committee of arrangements for the commencement ball has been appointed, consisting of Luther H. Green, George W. Gibbs, Louis Honig, Miss Nellie Mott and Miss Mary E. Gage.

Marge and Gage, the winners of the U. C. Stanford tennis tournament last Saturday will not play in the next contest, to take place the last of this month, on account of the injury they sustained.

A new brass band has been organized in Berkeley by the members of Peralta Camp, Woodmen of the World.

ALAMEDA.

Work has been commenced on Harrison avenue preparatory to laying down the tracks of the California Railway extension from Fruitvale to Alameda.

Several hundred rails have been placed along the banks of the canal. It will be standard gauge, and it is the intention of the railroad company to use it at first as a steam road.

The rails, however, have all been drilled for the reception of connecting wires, and with a small amount of work the line can be changed into an electric road.

About 500 feet of the double track was laid yesterday and the work will be completed in about three weeks.

The building of this branch line is the outgrowth of the proposed transcontinental road, which it is said the Santa Fe had under consideration.

The Board of Supervisors granted to Herman Krusi three years ago a franchise to construct and operate a steam railroad along Harrison avenue.

The San Francisco and Alameda Railway completed the construction of the railway for which the franchise called, and about a year ago the Grand Jury took steps toward a revocation of the franchise.

The new branch will in various ways benefit the city. It will furnish a very productive and fertile and will make freightage to this city easily accessible.

Made a Good Haul. The office of the Street Superintendent was burglarized on March 29 and the sum of \$370 taken from a drawer. The door was secured by means of a duplicate key.

The burglary has been kept very quiet in the hope that the burglars might be caught. Another reason was the natural disinclination of the Street Superintendent and his clerk, Miss Morse, to let the public know of the loss, which they feared might suggest carelessness.

The money was stolen while Miss Morse was at lunch, and she promptly raised the sum and paid it into the treasury, so that no loss results except to herself. She first reported the loss to the Superintendent, who called the police into action, but no success has yet resulted from their efforts to apprehend the thief.

An Additional Substitute. Postmaster Stoddard has received a commission from the department at Washington allowing an additional substitute letter carrier.

Herefore the media office had but one substitute and seven carriers. Mr. Stoddard yesterday appointed John H. Floyd to the place.

Services Postponed. The citizens' committee appointed to arrange Lincoln memorial services for tomorrow have been unable to procure speakers for the occasion owing to their engagements. There will be no services.

CALIFORNIA peaches and nectarines sold for high prices recently at Covent Garden, London.

Now our English cousins realize that delicious short cake is, supplied as they are with Price's Baking Powder and a small amount of fruit from the land of the setting sun.

THE SWINDLES CHINESE.

Securing Advertisements for a Fictitious Directory.

How a Shrewd Oaklander Unlawfully Increases His Income.

Alexander P. Dunbar, "hailing from Edinburgh town," has for some time been securing names in Oakland for a Chinese directory, which is supposed to contain the address of every native in the United States, Honolulu, Kamchatka, Mars and a few of the outlying planets.

He carries with him as a bait for the unwary a volume of portentious dimensions that contains Chinese names and addresses.

Ten years ago a directory of the San Francisco Chinese was printed. It was about the size of an ordinary hymnbook, and as it did not pay no second edition was issued.

Mr. Dunbar's book is simply three or four copies of that old work bound together.

For each name which the Scotchman secures for his directory he assesses its possessor \$2, and as the volume is never printed the amounts collected are all profit.

Lately, however, he has become dissatisfied with this tariff for revenue only, and to increase his income has devised the scheme of obtaining advertisements for his fictitious publication.

Up to date he has secured a score or more of contracts. Most of the victims are Chinese, but included in the list are one or two reputable American firms, and at least one prominent banking-house.

Having secured the contracts Dunbar has the advertisements set up in an Oakland job printing office and perhaps a dozen copies struck off. They were printed four to the page—ostensibly as they are to appear in the directory, and armed with these he makes his collections.

From the firms which have suffered at Dunbar's hands are the Lun Ti Company, Wing Fat & Co., the K'm Lung Company, Quee Fat & Co., Fung Hai & Co., Hop Lee & Co., and numerous others, all of San Francisco. A half page advertisement for rent and a half dozen copies of an advertisement of the same size for the Bank of California have been printed. It is not known, however, if they were Dunbar's victims in victimizing the bank or whether he had the "ad" printed just to help him defraud others.

Mr. Dunbar represents himself variously as the agent in the Pacific Directory Company, the "Western States Directory Company," the "Chinese Directory Company," and several others. He has no office and no one seems to know where he resides. He possesses a general letter of introduction to Chinese merchants which purports to bear the signature of the Chinese Consul-General. Those who know him say that he tried his directory game in New York City. They were frustrated by the Chinese Consul there. That diplomat pronounced the letter of introduction a forgery and swore to a warrant for Dunbar's arrest on a felony charge.

MODEL SIGNAL SYSTEMS.

Development of Oakland's Fire Alarm and Police Patrol.

ELECTRIC STREET-LIGHT COST.

Ingenious Method Employed of Keeping a Check on a Street-Light Contractor.

Besides clinging to the time-worn distinction of being the Athens of the Pacific, Oakland has a high priority over all other cities in California in the matter of the application of electricity to municipal uses.

As to the former, other cities are running Oakland so close a race that the assumed distinction may now be classed as doubtful; but the latter may, perhaps, be allowed.

With two minor exceptions, electricity has been applied as the motive power to all of its street railroads. Of these two exceptions, one is operated exclusively by cable, the other by cable or electricity, optionally.

Seattle, San Jose, Los Angeles and Sacramento adapted electricity to street railroads at an earlier date than Oakland, but none of them have since made such a radical development in this direction.

The first electric railroad constructed in Oakland was finished less than five years ago. Now it is literally gridironed with electric street railroads, which reach out into the suburbs in all directions.

There are at least fifty miles of well-equipped electric railroads running in and out of Oakland at the present time, furnishing rapid means of transit to and from the thriving towns and villages clustering around it.

But these electric street railroads have been developed by private enterprise and are merely subject to municipal police jurisdiction by virtue of the franchises which the municipality granted their incorporation.

Other cities in the country are better equipped than Oakland now is in the matter of electric street-lighting or which possess a more perfect fire alarm and police patrol system than Oakland.

The system of electricity to public uses has been developed solely through the patronage or the direct enterprise of the municipality itself.

Street-lighting and the policing of the city for the protection of its inhabitants and their property against the depredations of thieves and the ravages of fire are so intimately associated in Oakland that the supervision of both has been entrusted to the same officer, the city electrician.

The lighting of the public streets is done under contract by the Oakland Gas, Light and Heat Company, but the city electrician is responsible for the systematic location of the street lights, also required to see that the contract is faithfully executed.

The are at present 482,000 candle-power (nominal) electric lights burning every night in Oakland, illuminating the greater portion of the city.

The electric light system is a unitary system embraced within its boundaries. The gas lamp has almost become "a light of other days." It sheds its feeble rays only in the outlying districts to which the electric light circuit has not yet been extended, but every year witnesses a material diminution in its numbers, and in the course of another year or two the gas lamp will be a thing of the past in Oakland.

The cost of the street lighting is mounting costs money. It cost the city formerly for street lighting with gas less than \$30,000 a year. During the fiscal year 1889-90 it cost \$33,237 29 for a combination of gas and electric lighting.

The cost of street lighting during the calendar year of 1894 was \$64,898 31 for electric arc lights and \$68,174 30 for gas lamps. Miscellaneous expenses brought the same total of the fiscal year to \$133,072 61.

The system of the electrical department of Oakland is worth describing in some detail, because it is generally recognized throughout the country as a model worthy of imitation by other municipalities, all of which are evincing an interest in acquiring correspondence concerning it received from abroad.

The mechanical arrangement of it is presented in miniature in the office of the City Electrician in the form of two large maps. One of them on opposite walls of the room. One of them illustrates the Fire and Police Patrol telegraph systems, which are in a measure combined, and the other shows the electric light lines as they are laid out and owned in the major part by the municipality; the latter are the property of the Oakland Gas, Light and Heat Company, which corporation has the contract for street lighting.

Both systems have, however, been developed by the city electrician. The two maps constitute a complete record of the work. "They also constitute," explained the electrician, "parts of a system of bookkeeping." Each map shows every wire, pole, box (fire alarm or police patrol signal or telephone), and electric light as actually stretched and located in each system and every pole is marked and numbered so that its ownership and relation to either system can be at once identified.

Fire alarm circuits are shown by red strings, blue strings indicate the police patrol telegraph wires. The electric light circuit and every light in the electric light circuit is represented by a brass rail, the head of which is colored to indicate its ownership.

Yellow tops belong to the Electric Light Company, white tops to the Postal Telegraph Company, black tops to the Postal Telegraph Company, and red tops to the city. The location of the various call boxes and telephone stations in the systems are indicated by different colored tags and pyramids mark the location of the several engine-houses. The city's lots are numbered and indexed accordingly on the map.

If anything happens to any pole the city electrician knows just where to dispatch the repairer as soon as the number is reported to him.

The police patrol telegraph system is one of the most perfect in the country. It has taken ten years to bring it up to its present state of perfection. Many of the appliances attached to it are Electrician Carleton's own inventions and are used exclusively in Oakland. Oakland, it may be said, was the third city in the United States to have a police patrol system. Chicago was the first to adopt it; then came Philadelphia; Oakland followed, and then Boston, the Athens of the East, fell in line.

Almost every city in the country has its own police patrol system. The police patrol system in a measure from Oakland. The system is a wonderfully useful adjunct to the police service. If it were wiped out of existence the police force would have to be doubled at once. Two patrol wagons are attached to the service, which perform the functions of hospital ambulances as well as conveyances for the transportation of prisoners arrested by the patrolmen.

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OAKLAND AS A TERMINAL.

What the People Are Willing to Do to Secure the Valley Road.

THE ROUTES MOST FAVORED.

Lavish Promises of Assistance and Support From Property-Owners.

All Oakland is enthusiastic over the prospect of becoming the terminal of the San Joaquin Valley road.

In business circles it is the prominent subject of discussion. On the street corner it takes first rank with the curbstone orator, and even in the privacy of the pretty, picturesque Oakland homes the head of the family will lay down his paper to tell of the progress of the work of the terminal committee.

This terminal committee is perhaps more directly than any other body the cause of all this agitation in the east-shore city. It is composed of some of the most representative men in the town, and each one is an energetic worker in the cause of the new road.

Forming the committee are W. R. Davis, F. Delger, E. A. Heron, E. H. Pardee, W. V. Witchee, James Moffitt, Charles D. Pierce, and W. J. Dinger.

The situation in Oakland is at present one of uncertainty. There has been no definite proposition submitted to the people as yet, and so far the subscriptions made have been based entirely upon mere expectations and not upon any understanding with the new road. In spite of this uncertainty, however, the terminal committee has already received signatures which represent \$216,000, and the members of the committee are confident that as soon as they can submit a definite proposition to the people, there will be no trouble in raising this to \$500,000 or even more.

Secretary W. V. Witchee said: "There have been no particular efforts made by the committee in the last two or three weeks, for we have no definite promise to make to the citizens whom we call upon. The people want more information than we can possibly give them. They ask where the road is going to run, when it will be completed and what it will cost, and we are not in any position to answer them. We do not even know how much the directors of the valley road will want from this city, and of course we cannot give information on these points until we have been given freely and with the best of good will. You see here we have the subscription list fixed and each one of us has one. The pledge is here at the top, and it is exactly the same as that signed by people in places other than Oakland, with this exception: this paragraph is inserted so as to insure to the people of Oakland the actual presence of the terminus of the new road."

The paragraph read as follows: "The subjoined subscriptions are made upon the express condition that said railroad company shall before collecting upon this subscription list and within six months from the date hereof, agree that within two years from this date it will construct and operate and thereafter maintain the western terminus of the tracks of its main through line within the city of Oakland, above the line of ordinary high tide, south of the original northern charter line, said city and west of the old embankment of San Antonio, and extending thence to the navigable water—otherwise these subscriptions to be null and void."

Mr. Witchee then continued: "By this clause the terminus of the road will have to be located in the actual city of Oakland—otherwise the subscriptions are not binding. There was some opposition to this clause, because some members of the business community were afraid that if it were in its presence, but we took them lists upon which this clause had been crossed out and they refused to sign them, so you can see just what their complaint amounted to."

The subscriptions so far have all been in small amounts. We have one for \$15,000 and one for \$10,000, but the rest run much lower than this. If it were here as it was in Stockton, where a quiet proposition was made to the people and they went to work to carry it out, it would not take us long to secure at least \$50,000 more, and that, too, without the least trouble. Numbers of our subscribers have said that when the project is in definite shape, they will, if the circumstances are for doing so, subscribe for more. The people are all enthusiastic and they will do anything in reason to secure the terminus to this city."

He said: "Oakland is alive to the importance of this question and will do all in its power to help the enterprise along. We can easily raise from \$50,000 to \$100,000 more, for all the people are in favor of the new road. They will do anything in reason to secure the terminus to this city."

Already into the race for golden signatures of public-minded people has crept a discussion as to how the road can come into the city, and by what route it will

THE WATER-FRONT CASES.

J. M. Bassett Tells Why the Railroad Wants Them Reopened.

Would the Supreme Court Decide In Favor of the Corporation?

The railroad's latest move in the waterfront matter excites much local interest, and interested local persons are endeavoring to learn just what it means.

The water front cases, it will be remembered, were thrown out of the Supreme Court because that body held that it had no original jurisdiction in the matter. It had, however, decided before the papers were filed that it had such jurisdiction.

"The Supreme Court dodged the issue," said J. M. Bassett, sometimes known as "Old Pard," yesterday. "The court wanted to decide in favor of the railroad, but it could not do so without overruling all previous decisions in such cases. Naturally it did not want to do this, and therefore the point of 'no original jurisdiction' was brought in to prevent its doing so."

"It is thought by the lawyers, because of that decision, that the Supreme Court would decide in favor of the railroad if the matter came before it in the usual form of two writs of certiorari. This attempt of the railroad to reopen the case is simply another of its tricks. It is full of tricks anyway and will bear watching."

"You notice that lately there has been a great deal of talk in regard to Justice Field. That is raised by the railroad because it knows that if he would decide in its favor in this matter, Field wrote the Chicago water-front decision and would, of course, render a similar decision in this case."

All the world loves a lover. Every good liver loves the woman who uses Dr. Price's Cream Baking Powder.

IN THE COURTS.

New Suits and Proceedings Before the Probate Judges.

Frank A. Bogart, husband of the late Nettie J. Bogart, has petitioned for letters of administration over her estate, valued at \$2500.

Letters of administration over the estate of John Jones were prayed for yesterday by Joseph M. Jones, the estate being valued at \$1000. The next of kin are the widow and son of the decedent.

Richard Purcell has petitioned the Probate Court for letters of administration over the estate of Alice Morrissey, who died November 15, 1894, leaving property valued at \$2000. The next of kin is said to be one Patrick Connolly and petitioner appears as his friend.

Thomas B. Valentine has filed Theodosia Anghelaris, a niece of Dr. Farguson for breach of contract in refusing to consent purchase of land in Sutter City for \$500, and plaintiff claims as assignee of one Alps, the assignee of the vendor of said land. It has been damaged in the sum of \$333 34.

L. H. Boggs as assignee in the matter of E. S. Fowler, an insolvent debtor, has sued H. H. Mahan for recovery of goods or their value, \$200, with \$500 damages. The allegation is that he covered goods assigned to Mahan for debt, which insolvent assigned to Mahan the goods in question with a view of defrauding his creditors.

Mary L. Cronnigan, a niece of the late San Francisco police chief, has filed the alleged will of the property. The property consists of a house and lot in San Francisco yielding \$50 per month. The contest will be made on the usual grounds of informality of execution, mental incompetency and fraud.

Irving M. Scott said yesterday afternoon that from information he had received he was confident that the Union Works would build one of the torpedo boats for which bids were invited and that the firm would be San Francisco one battleship and two torpedo boats.

Ask Aid. If you are troubled with malaria, consumption, biliousness, kidney trouble, indigestion, or Hostetter's Stomach Bitters, and it will be speedily forthcoming. Nervousness, loss of appetite and sleep, and a loss of vigor, are also remedied by this restorative. Physicians of eminence endorse it, a valuable confirmation of the verdict of the people and the press. Take it regularly.

COMPLETELY PARALYZED.

Physicians Are Astounded by a Peculiar Case.

A Young Man Stricken With Landry's Paralysis and Yet Recovers.

From the Times, Philadelphia, Pa.

Stricken with Landry's Paralysis and yet cured. That means but little to the average layman, but it means a miracle to a physician. Such was the experience of O. E. Dallimore, now resident of Madison, N. J., and a rare experience it is.

"Yes, it is true that I had Landry's Paralysis," said Mr. Dallimore to a reporter, "or else the most celebrated physicians of London were mistaken."

"It was on the 15th of March, this year," he continued, "when I was in New York City. I first felt the symptoms of my trouble. I felt a difficulty in going upstairs, my legs began to tremble, I consulted a physician who informed me that I had every symptom of locomotor ataxia, but as the case developed he pronounced it a case of Landry's Paralysis, and knowing the nature of the disease advised me to start for my home and friends. I gave up my work and on April 1st started for London. On a well-known physician was consulted, but I grew rapidly worse, and on Saturday, April 7, seven eminent physicians held a consultation on my case and informed me that I was at death's door, having but three to six days to live; still I lingered on, but by the use of Dr. Williams' Pink Pills for Pale People, my hands and feet began to be completely paralyzed, my hands and feet being dead, I could hardly whisper my wants and could only swallow liquids. Oh, the misery of those moments! I was beyond all description and death would really have been a welcome visitor."

"Now comes the part that has astounded the physicians. Rev. Mr. Gandy, a clergyman who visited me in my last hours, as he supposed, told me of the marvelous cures of paralysis that had been performed by Dr. Williams' Pink Pills for Pale People. I started to take the pills about April 28, and a week after that felt an improvement in my condition. There was a warm tingling sensation in the limbs that had been entirely dead and I soon began to move my feet and hands. The improvement continued until May 28, when I was taken out on a drive and drove the horse myself. By the beginning of July I was able to walk upstairs alone and had a visit to Niagara."

"Slowly but surely I gained my old health and strength, leaving Ontario for New York on October 1st, and beginning my work again on October 28, 1894. Cured of Landry's Paralysis in eight months." To confirm his story beyond all doubt Mr. Dallimore made the following affidavit:

Sworn and subscribed before me December 3, 1894. AMOS C. RAYBURN, Notary Public, Ex-Officio of Board of Health.

Dr. Williams' Pink Pills contain all the elements necessary to give new life and richness to the blood, and restore weakened vitality. They are for sale by all druggists, or may be had by mail from Dr. Williams' Medicine Company, 233 N. 2d St., W. Va., for 50 cents per box, or six boxes for \$2.50.

Two of the other routes come in from the east, from Laundry Farm. Before reaching the "farm," lying on this side of the hills, they run down from Walnut Creek to the line of the old Salt Lake road survey. At Laundry Farm, however, one route branches off toward the west and north. It keeps to the foothills and crosses Indian Gulch just above Trestle Glen, then through the Sather property, crossing the foothills of Piedmont and the lower part of the Blair ranch, and then into the city by way of Fortieth street.

This route is not looked on with much favor, however, because of the many curves necessary around the foothills. The other branch from Laundry Farm is much more feasible and is much more sought for by the property-owners along its path. This branch runs directly down from Laundry Farm to the intersection of Fruitvale avenue and Fortieth street, and from there through Oakland by way of three or five streets.

A fourth route comes in by way of San Leandro, reaching that point from Walnut Creek, following the openings of the streets in the San Leandro country, or down by way of Corral Hollow, near Livermore, and Crow Canyon, just this side

of Hayward. In the vicinity of the route by these latter places there are extensive coal mines, and for the sake of having the road near to them the mine-owners are willing to make almost any sacrifice. They have made a promise already to furnish the new road with coal at a perpetual price of \$2 a ton, which is much less than the price of the coal furnished to the Southern Pacific, and they have also promised to make daily shipments of at least 5000 tons.

There is still another route, not much talked of as yet, however, which would lead the road from the Walnut Creek country about due southwest, up Redwood Canyon and then by tunnels into Jack Hays Canyon, reaching Oakland by way of Piedmont. Ex-Mayor W. R. Davis, who has personally gone over all these routes, believes this to be an excellent route.

There are many other routes of the business men who are enthusiastic on the valley road, but all are now hanging back to see what course the directors of the road will take. Should they decide not to have the terminus on this side of the bay Oakland's subscriptions will never turn to the chink