

THE BAY DISTRICT TRACK TO BE ABANDONED.

It Will Soon Be Subdivided Into Many Residence Lots.

THE INCOME TOO SMALL.

Estimates Made as to the Grading and Filling In of the Land.

THE NEW JOCKEY CLUB COURSE.

Work on the Buildings to Be Begun Next Week and Completed by October.

The Bay District racetrack will, in all probability, soon be a thing of the past.

For some time past rumors have been afloat to the effect that the land included within its boundaries was to be subdivided and placed on the market for residence property.

It was thought by many to be the outcome of a personal difference between Colonel Fred Crocker and Thomas H. Williams, the lessee of the property.

When it was learned, however, that the latter's lease on the track runs only from month to month, and that estimates had been called for by those in charge of the Crocker and Stanford estates relative to the cost of filling in and grading, the patrons of the track and horsemen began to discuss the matter with all seriousness.

It is well known that the Crocker and Stanford estates have never paid anything like an income commensurate with its valuation.

When Messrs. Stanford and Crocker bought the land their intention was to divide it and place it on the market.

The track being there at that time was allowed to remain and nothing was done toward carrying out their original design.

Now, however, the Jockey Club Improvement Company, by which corporation name the joint estates are known in this matter, deems it advisable to get the land on the market as soon as possible.

With that end in view, estimates were made on the expense of grading and filling in the depression on a portion of the land of the Bay District grounds.

"The contract has not yet been let to my knowledge," said Colonel Crocker, "though the matter is being seriously considered. The property has never paid an income commensurate with its appraised valuation, and the only object in putting it on the market at this time or in the immediate future is that of taking advantage of the building interest which seems to be centered in that locality just now."

THE NEW RACETRACK.

Contracts for the Stables and Grandstand Soon to Be Let.

All the heavy work on the grading of the Pacific Coast Jockey Club's new racetrack at Ingleside is finished, and in a few days the track will practically have been completed.

The contracts for the stables, grandstand and fences are to be let next week, and work will begin within the next ten days.

The fencing and stable buildings will cost about \$35,000, and the grandstand, paddock and clubhouse are expected to cost \$50,000 more.

The track has been an expensive one to build on account of the deep gully at one end. It covers its 64-foot cut on culverts.

A. M. Allen of Chicago, who is in charge of the work, says the track will be one of the finest and fastest in the country.

It has a 60-foot foundation of sand covered by a foot or two of black loam and can stand a week's rain without being impaired in its speed qualities.

The sand foundation, says Mr. Allen, serves the same purpose as drain tiles at every thirty feet, and is an accident there will not be a better track in the country.

Mr. Allen has had extensive experience as a builder of trotting courses, and is qualified to express such an opinion. He has superintended the construction of several tracks in the East, notably the Roby (Indiana) track and courses in Chicago and St. Louis.

He was brought out here by the Jockey Club to superintend the work. He thinks the track will be ready for the initial race by the 1st of October, and not by the middle of the month.

A meeting of the committee, composed of President Spreckels and Vice-President Crocker, was held in parlor G of the Palace Hotel yesterday afternoon, at which time a number of bids for the construction of the stables and fences were considered.

here and enter them for the races at both tracks. They will patronize our stock farms and take back our colts and fillies with them to the East. This is providing that the Bay District track continues in existence. I do not know that any of those interested in the new scheme have other than the most friendly feelings for Mr. Williams, and there need be no rivalry.

"We expect to make our track one of the best in the country, and by so doing the leading racing and blood-horse men of the East will be attracted to the coast. Good purses will be offered, and there is no exaggeration in the prediction that we will have many great meetings. We have everything in our favor in the way of location, and there is no reason why the track should not become one of the most popular resorts of the City and State. Before the work is through it will represent many thousands of dollars, and I think its completion will mark a new era in the blood-horse industry of California."

TWO PRESIDIO CONTRACTS.

An Iron and Wooden Wharf and Pumping Machinery Are to Be Erected.

Two contracts were awarded yesterday by Deputy Quartermaster-General Amos Kimball of the army for the construction of a wharf with wrought-iron standard piles at the sea terminus of the new military road at the Presidio, and for pumping machinery.

The price of the wharf was \$19,432. A brick and stone boathouse will be built at the wharf, and the end of the structure a concrete bulkhead will be constructed.

The other contract calls for the construction of a pumping-machinery plant, to be used for the new water-works at the Presidio, and to be in all details a duplicate of the plant already erected and in operation.

NEW ELECTION BOARD.

Commissioners Must Re-nounce the Hope of Other Office.

A Long Term Takes a Statesman Out of the Field for Five Years.

Mayor Sutro has not yet announced publicly the names of the four men who are to be appointed Election Commissioners under the law passed at the last session of the Legislature, but it is regarded as a certainty that Colonel Albert E. Castle and James Denman will be named.

The politicians who meet nightly at the Baldwin Hotel cannot understand why any prominent men of means should want the place, since the salary is only \$750 a year. Still they calculate that the patronage of the commission is immense, involving as it does the expenditure of \$200,000 every two years for election expenses, besides the appointment of a large clerical force to register and count the vote.

Certainly James D. Phelan can be appointed if he desires the appointment, and the Mayor may succeed in persuading him that the public is entitled to his services. Acceptance of the office would disqualify Mr. Phelan for a term of years from serving as Governor or member of Congress.

The hint is thrown out that Mr. Phelan could not be a candidate for three years from the time of his appointment. Assuming that the long term should be his lot he could not accept a nomination until the expiration of five years. Meanwhile, Democrats anxious for a leader might besiege his city office and invade his country home. Obviously this would be a most embarrassing position for a man of Democratic tendencies to occupy.

The first shovelful of earth will be turned on the road at Stockton July 4. The reports of the official Government investigations of baking powders show the Royal to be stronger and purer than any other.

A MAN'S LAUGH NEVER CHANGES.

How the Fact Was Illustrated by an Incident at the Federal Building.

If the Bertillon system of identification had a photographic record of the laughs of criminals it would probably be as near perfect as an identification system can be. The fact that a man comes into the world with a laugh regarded as a sort of prophecy of the truth that, as a rule, the sorrows of life outnumber the joys when all the returns are in, but an optimist might see an opposite significance in the fact that a man's laugh remains the same through all the changing years.

When the cares of manhood succeed to the happy-go-lucky days of boyhood this laugh of his may be called into use, as it were, very little, but when it is put into operation it is the same old laugh, and every boyhood friend would know it instantly, says the Chicago Times-Herald.

An old soldier who fought through the war with Fred Hartwick, who drives a mail collector's wagon on the north side, happened to be in Chicago for a week not long since. He heard that Mr. Hartwick was on Postmaster Hesing's staff and went to the Federal building to find him. He took his station at a point past which all the carriers filed to report for duty and as Hartwick came along some one pointed him out.

Without disclosing his own identity the veteran approached and began asking Hartwick if he remembered various incidents in the history of their regiment during the war. Of course he did and they soon fell into conversation, organizing a kind of campfire meeting between themselves. One member of the regiment was in business in New Orleans, another was in a bank down in the State, several were farming, one was the local manager for one of the big commercial agencies in one of the large cities and so on.

Several times Hartwick asked his old companion-at-arms his name, but the latter only smiled and went on with the conversation. Finally, when it became necessary for them to separate, as Hartwick was obliged to go out on his run, the man laughed outright as he said:

"Well, Fred, I never thought you'd forget me after what we went through together."

"The minute he laughed," said Mr. Hartwick, in relating the incident, "I knew just who he was and all about him, but I hadn't seen him for thirty years, and he had changed so I couldn't have told him from Adam. His laugh had grown older, too, of course, but it was the same old laugh."

pected, and therefore when explosion does occur, and the same is unexplained, the logical supposition is that it was due to negligence of some kind. The court, therefore, sustains the judgment allowing damages.

TIES FOR THE NEW LINE.

The First Cargo Arrives in the Harbor and Will Be Moved to Stockton Immediately.

The first cargo of ties for the Valley road arrived yesterday in the harbor on a schooner from Mendocino. Preparations having been all completed for transportation of the ties and lumber from San Francisco to Stockton, it was thought more than likely yesterday that these ties will be transferred from the schooner to barges, and then taken to the terminus of the railway at Stockton, where supplies will presently begin to pile up from various quarters.

One of the engineering parties that had been surveying toward Visalia moved its camp Wednesday to the northern limits of that town, and has since been working in Visalia. It has surveyed a line about forty miles long from two miles below Fresno

GOAT ISLAND HAS A FIRE.

Supposed to Be Caused by Live Cinders Blown From This City.

THE HILL IS SWEET CLEAN.

All the Telegraph Lines and Government Property Saved From Destruction.

Yesterday Goat Island had its yearly fire, which, following so soon on the conflagration of Thursday evening, was not considered in the light of much of a burn. However, the flames spread themselves among the dry grass and shrubbery, and

full speed to Sausalito, thereby saving at least five minutes. There will be a series of holiday excursions for the Fourth of July, good for eleven days, from June 28 to July 8, at half rates, over the North Pacific Coast Railway.

Five carloads of green fruit will leave Sacramento July 2 for London as an experiment, for which great things are expected.

WORK FOR IDLE MEN.

A Broom Factory and Knitting-Mill to Be Started by the Labor Exchange.

The managers of the Labor Exchange states that the membership has increased in a month from 60 to 175. Recently an exchange was organized in Petaluma with eighteen members, composed principally of farmers who will exchange their products at the commissary headquarters of the exchange on Valencia street.

The exchange has just issued a certificate of membership in which the person signing it agrees, in consideration of the benefits and privileges conferred upon

FINANCES OF THE YEAR.

Auditor Broderick Says There Will Be no Deficit After All.

MONEY TO MEET THE DEMANDS.

A Suggestion of the Treasurer That, Acted Upon, Clears Away the Last Anxiety.

In answer to their request for a statement of his estimate of the probable deficit at the close of the fiscal year Auditor Broderick yesterday sent a communication to the Finance Committee of the Board of Supervisors, conveying the astonishing and very cheering information that he didn't believe there would be any deficit. And this after all the anxiety and discussion that sounded for many weeks very like a panic. Here is the letter:

Finance Committee, Board of Supervisors—DEAR SIRS: In answer to yours of the 26th, requesting me to furnish a statement of my estimate of the estimated deficiency for the present fiscal year, I beg leave to say that with the details of the financial statement I am unable to find a basis for a statement of deficiency if the data obtained from diligent inquiry of the Superior Department to date be correctly stated to me. If any claims be in existence outside of those reported to me in answer to earnest and careful inquiry, a deficiency may develop that you are all desirous to avoid. Respectfully yours,

WILLIAM BRODERICK, Auditor.

Perhaps it is in place to say that the auditing of the May salaries was the twelfth salary audit of the fiscal year.

It may be in place also to state that in this "snapper" at the end of it is the nub of the Auditor's letter. The Auditor is forbidden by law to audit more than twelve salary warrants in a year. There was a holdover salary from last year that fell into this to be audited. So that when the Auditor had audited the May warrants this year it was the twelfth. The June warrants cannot lawfully be paid in this fiscal year, and therefore, although there are two holdovers this time, only one counts in the financial reckoning for the year. The other must be counted as belonging to next year, the Auditor argues, and be specially provided for as such in the tax levy.

As for the May warrants, which do belong to this year, the Auditor believes there will be enough when the balances are all struck to meet them. He believes there will be something like \$90,000 surplus from various funds now in the treasury which can be turned into the general fund, and that there will be revenues yet turned into the treasury from various sources, such as delinquent taxes, that will reach up to the desired mark.

The Finance Committee met yesterday afternoon and this communication was read. Chief Deputy Wilder and Deputy Jacobs of the Treasurer's office was before the committee at the latter's request, and in a long discussion practically corroborated the Auditor's showing. They explained that the Assessor was daily turning in large sums of money to the treasury from his collections of the personal property tax under the new law, and that the money was lying idle in the vaults, and would be for a long time. Why not utilize it? Why not pay the outstanding warrants with it? When the board made its appropriation of the fund for the next year, credit could be made for the disposition of the money.

Chairman Taylor suggested that the State had an interest in these moneys. Chief Deputy Wilder explained that the next settlement with the State would occur until December, by which time money sufficient to meet its demands would have come in many times over.

Accordingly the committee directed that a resolution be prepared empowering the Treasurer to transfer the sum of \$300,000 of the unappropriated money in his hands to the general fund accruing from the collection of personal property tax for the year 1895-'96, to the general fund, in order to pay the salary demands of May and June.

With this approved by the board the anxiety of the army of clerks and deputies in the City Hall is at an end—and say nothing of the contractors.

The Finance Committee, on the recommendation of the Chief Engineer of the Fire Department, favored the purchase of two Clapp & Jones engines—a second and third-class engine—for \$8000.

A Soldier's Answer.

Emperor Napoleon, after one of his great battles, gathered the remnant of his forces around him and proceeded to compliment them in his characteristic manner, so endeavoring to the hearts of his soldiers. Finally Corporal de la Garde, who had been in the thick of the fight, were ordered to present themselves, and to the astonishment of the Emperor a single soldier appeared. He was bound up in bandages, and could barely walk.

"Where is the rest of your company?" asked the Emperor.

A tear welled in the old soldier's eye as he answered: "Your Majesty, they lie on the ground, but I have brought you back a few more. They fought better than I."—Harper's Round Table.

Quite a sensation was produced at Ratisbon by the appearance in the streets of a horse wearing two pairs of trousers. The anxious owner had got a set of brown hose made especially for his favorite steed as a protection against the cold.

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VIEW OF THE GOAT ISLAND FIRE FROM THE TUG ANNIE.

at a junction on the preliminary line to Hanford. This Visalia party was instructed yesterday to carry its survey southward toward Bakersfield. Chief Engineer Storey said he expected that two parties of surveyors will meet at a point about midway between Bakersfield and Hanford. The Hanford party will continue to survey the route southward, while the other will return to Fresno and make a second preliminary survey.

The chief engineer went to Stockton last night to look over the ground with Division Engineer J. S. Wilbur and hold a consultation with the city engineer with regard to the street grades over which the railway will be laid.

The first shovelful of earth will be turned on the road at Stockton July 4. The reports of the official Government investigations of baking powders show the Royal to be stronger and purer than any other.

fanned by the strong wind, ran over the island, fiercely lapping up everything in its path. It is supposed that the fire started from the cinders of the fire in the City the night before, as charred pieces of wood and paper still burning were carried by the strong breeze over the bay.

The flames were first seen on the north side of the island, moving toward the south and east. At 4 o'clock L. W. Storor, superintendent of the Pacific Postal Telegraph Company, hurried down to Clay-street wharf, and gathering a gang of fire-fighters from around the docks, boarded the tug Annie and rapidly steamed toward the island. They were distributed along the line of telegraph-poles, where, with shovels and pickaxes they dug the dry grass away from the poles, preventing their destruction. At the lighthouse and Government supply station a force of men worked industriously, and by back-firing burned a space around the buildings and prevented loss.

It was feared at one time that the flames would reach the oil which is stowed on the island for the use of the Twelfth District lighthouses, but the fire was forced back to the top of the hill.

As the grass gets two or three feet high and quite rank, there is always danger of fire when the growth gets dry. It is understood that the lighthouse officials will take effective means to prevent any destruction to their valuable stores in case of the fires that occur yearly on the island.

TO PROTECT CREDITS.

The New Association Organizes and Declines Not to Incorporate at Present. A Committee on Dues.

A meeting of the new Association for the Protection of Credits took place yesterday at the headquarters of the Associated Grocers, 123 California street. The association organized with the following officers: Morris Feintuch of the Wertheimer Company, president; H. L. Loveland of the Wellman-Peck Company, vice-president, and R. H. Bennett Jr., secretary.

It was decided not to file articles of incorporation at present, but to conduct the necessary business as a private association. There is a membership of nearly 180 wholesale firms, jobbers and commission men. The association numbers the wholesale cigar and liquor men complete. The work is an extension of that started by the wholesale grocers.

Before adjourning the following committee on fees, dues and assessments was appointed: Henry Fayot of Fayot, Upham & Co. and T. J. Parsons of the Del Monte Milling Company and the president.

RAILROAD EXTENSION.

Track Between San Rafael and Sausalito to Save Time.

The North Pacific Coast Railroad has been making an improvement in its tracks at the Mill Valley junction, which will remove impediments from the running of trains on schedule time. The track is doubled from Sausalito to the junction, at which point one line of rails will be extended for 600 feet northward. Hitherto trains from San Rafael have been delayed fully five or six minutes at that point, where they had to wait for north-bound trains to pass. With the new double-track extension beyond the junction one train can lie there and allow the train to pass at

NEW TO-DAY.

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