

THE RUINS AT THE PARK.

The Commissioners Must Pay for Clearing Away the Rubbish.

IT WILL COST QUITE A SUM.

The Executive Committee Does Nothing—The Southern Pacific Tracks Remain.

It seems to be a settled fact that the Park Commissioners will be compelled to remove the ruins and debris of the old Midwinter Fair buildings.

"Of course the executive committee of the Midwinter Fair promised to return the grounds to us in a satisfactory condition," said Park Commissioner Austin.

"You can see for yourself whether they have done so, and of course it now rests with us to clean up things as rapidly as possible."

The Park Commissioner spoke rather apologetically, as though there might be some blame resting on himself and his colleagues in the eyes of the public.

The members of the executive committee promised upon their honor to return the grounds in a decent and satisfactory condition and that promise has been broken.

"It will take the best part of a year yet, I suppose, to clean up all the ruins and get things around again to their proper state," said Mr. Austin.

"Of course, I ain't right that we should be compelled to do this work," said both Commissioners Austin and Rosenfeld, yesterday.

"But we have no legal recourse. It is either leaving things as they are or clearing them up."

"We have chosen the latter course. It's the most expensive one and it makes us pay out money for work that should have been done by the executive committee, but you won't have us leave the ground as it is."

"It's a shameful sight—the wreck and rubbish left by the executive committee of the Midwinter Fair. Where the executive building was now there are several piles of bricks, also a great pile of cans, and plaster, old bricks and rubbish of all kinds."

"These have no right in the park now at all. There is not the semblance of authority for keeping these things there."

"The Hanoverian Verein had a picnic at Elsie's Grove yesterday at which a large number of members and friends of the organization were present."

"Congressman Maguire gives an interesting account of the party in today's Call. The people who spent the holidays out of town are returning to the city."

"In the cricket pool matches yesterday the Pacific coast team easily defeated the Californians and were badly beaten by the Bohemians at Golden Gate."

"Thomas F. Clark, 607 McAllister street, was riding a bicycle near the Ingleside yesterday when he took a header and sustained a compound fracture of the left shoulder."

"Mrs. Annie McFadden, who lived in the Broadway block near the Receiving Hospital early yesterday morning from arsenic poisoning taken with suicidal intent."

"The establishment of a State park for crushing rock is approved by good roads advocates. They do not object to the State employing labor which will injure the working people."

"W. W. Blair, one of the presidents of the Reorganized Church of Latter-day Saints is here from Iowa, where he was one of the mission work in California and Nevada."

"The various Schuetzen clubs will meet next Friday night to perfect arrangements for a summer home for the men who represented California at the Boston Fair in New York."

"Grace Episcopal Church has done away with its mixed quartet and is now trying a male choir. At the services yesterday the innovation was pronounced a success."

"It now appears that the Southern Pacific spur tracks are to remain in the Golden Gate Park for an indefinite period, although no authority has been found to allow them to remain."

"Rev. J. George Gibson announced last night that Emmanuel Baptist Church will re-open July 14, when three services will be held. He preached at Simpson Memorial Church last night."

"The cornerstone of the new temple of the Congregation Obshai Shelomo, Bush and Laguna streets, was laid yesterday by Rabbi Jacob Nieto officiated and delivered the address of the day."

"The midsummer cruise of the Corinthian and San Francisco yacht clubs terminated yesterday afternoon. The cruise was one of the events of the season and was a most glorious success."

"The Academy of Sciences has adopted resolutions regarding the Professor Davidson from the Coast and Geodetic Survey Office. The memorial will be sent to Cleveland and Carlisle."

"United States Surveyor-General Green in an interview explained how the State may acquire title to 1,000,000 acres of Federal arid lands and derive a profit of millions of dollars therefrom."

"A. B. Maguire is of the opinion that a little of the crushed rock from Folsom might be used advantageously on county roads, but is opposed to having labor compete unfavorably with local labor."

"A. P. Hansen of Brenham place was tearing down a building yesterday morning at Fourth and Brimstone streets when a long spike penetrated his left leg. The wound was dressed at the Receiving Hospital."

"Mrs. Anna F. Smith gave her views of the history of July celebration to the scientific meeting at the Metropolitan Temple last night. She presented a luminous picture of the present condition of the Republic."

"The semi-annual school of Company D, Fifth Infantry, at Schuetzen Park yesterday was a success. The members of the company are now preparing to leave for their tour in any company in the National Guard."

"H. N. Morse and J. W. Lees, two bondsmen of Theodore Wilbur, are objected to by Mayor Sutro because he thinks their estates do not sufficiently exceed in value the amounts for which they hold themselves liable."

"William Castle from Sacramento was taken to the Receiving Hospital yesterday suffering from internal injuries caused, he said, by a blow on the abdomen from ex-Brigadier Commissioner Albert of the city in a saloon on Sutter street and Grant avenue."

"South Side Improvement Club No. 11 will discuss the bituminizing of Folsom street at its meeting to-night, corner of Third and Howard streets. A. B. Maguire will explain how the bituminizing of the road can be effectually organized in districts."

"The tip was quietly circulated yesterday that a bullfight would take place at 2 o'clock at the California Hotel on the North Pacific coast. The presence of Secretary Holbrook stopped the plan of the programme, though an excellent exhibition of horsemanship was given."

"The next chariot race of the North Pacific coast for the month of July shows that San Francisco is almost on a line between Brito, the western terminus of the Nicaragua canal, and the Orient. The route is by way of Honolulu and the route is only twenty miles in excess of the shortest practicable route from Brito to Hongkong."

LEASE OF CHINA BASIN.

All Parties Concerned Will Meet and Sign the Document To-Day.

RIGHTS OF THE VALLEY ROAD.

The Steamer Washtenaw Arrives With the First Rails for the Roadbed.

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The lease of the China Basin will be brought up in its final form, and the Harbor Commissioners, the Governor, the Mayor and the directors of the new road will ratify it with their signatures.

The ratification will be an incident in the progress of the road, unassuming from its lack of direct interest, but important in its results, in so far as it will within ten years make San Francisco the terminus of the new line.

The first consignment of rails has arrived, for the Washtenaw steamed into the harbor from New York yesterday, bearing the iron with which the San Joaquin Valley will be connected with the waterway.

The great majority of the rails have been run over river and plain and amid the greatest rejoicing the first shovel of earth will soon be lifted from the roadbed in the city of Stockton.

The lease, which will be signed to-day, has been under consideration since last August. The Valley road ever transferred the title or relinquished wholly or in part its contract over China Basin, or its rights of way.

Under this, however, it was found impossible to bond the road, for it practically forbids the mortgaging of the property, and much discussion was needed to straighten it out.

It was finally compromised by an agreement by the "party of the second part," the Valley road, not to transfer or assign any right conferred by the lease, nor the lease itself, to any other person or corporation, and that any attempt to do so would amount to a forfeiture; that it will use the property leased solely for the terminal purposes, and that the lease shall terminate at once should the new road come directly or indirectly, wholly or in part, under the control of any person, company or corporation having terminal facilities in San Francisco Bay.

In other words it must maintain its integrity as a competing road or forfeit all privileges conferred by the lease before they shall come into the hands of others.

Another clause in the document of considerable importance to this city is one which requires at least fifty miles of the road to be built and in operation at the expiration of ten years from the signing of the lease, and that one of the termini of this fifty miles or more shall be upon the bay of San Francisco and south of an east and west line drawn through Pinole Point in Contra Costa County.

This is a modification of a resolution submitted by Harbor Commissioner Cole which required that 100 miles should be built in five years, with the same requirement as to one terminus.

For the present it is probable that the northern terminus of the road will be at Stockton, and that from there to San Francisco a line of steamers and lighters will transport the freight of the road. Under the clause just mentioned, however, San Francisco, through Oakland or its vicinity, or by way of the peninsula, will be the terminal point of the road.

The lease has been under discussion for some time," said Mr. Cole last evening, in discussing the immediate effect of signing the paper, "and it has been in shape to sign for some weeks. It was only because we could not get all parties together that it was not done before. It will make no change in the progress of the road, but of course it will give a greater feeling of security, as until the lease is signed it is not binding."

C. Colton, chairman of the commission, is of the same opinion. The mere act of signing is in itself but an unimportant thing, for the lease has long been agreed upon and the signatures will bind all parties concerned and China Basin will then, for fifty years, become the property of the road.

Governor Budd says the lease of China Basin would have been signed before had it not been for intervening circumstances. "We passed a resolution to send the lease to the president and secretary of the Valley road for their signatures a long time ago, and the board has been waiting for the matter then. Before the lease could be signed, however, I had to go away because of my ill health, and the matter has been pending since."

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THE LINE TO JAPAN.

The Route From Nicaragua Canal to the Orient by San Francisco.

POSITION OF THIS HARBOR.

Right in the Path of Traffic Through the Waterway—Distances on the Chart.

The Hydrographic Office has just published the pilot chart of the North Pacific Ocean for the month of July and in it are some very important data for this port bearing on the Nicaragua canal.

It has been urged in the East by those opposed to the projected waterway between the two great oceans that steamers bound for the Orient could not make the trip with profit in consequence of being obliged to carry too much coal. To stop at San Francisco, it was said, was impracticable, Honolulu being the only available point, and this was too far from Brito to enable a steamer to carry a good-sized cargo through to the Orient. It has been shown, however, that San Francisco is nearly in line with a voyage from Brito to Yokohama and nearer than by way of Honolulu by 374 miles.

At the request of the Chamber of Commerce of this city the Hydrographic Office has investigated the steamer routes from Brito to Yokohama and from Brito to Hongkong via San Francisco and Honolulu. The exhibits are made on the present issue and the distance shown by table.

The North Pacific pilot chart, it is explained, is a Mercator projection. On such charts the relative distances along great circles may be deceptive to the eye. To make an accurate comparison either computation or measurement, according to Mercator practice, must be used. The table is as follows:

The unbroken great circle from Brito to Yokohama (impracticable), 7022 knots. The shortest practicable route from Brito to Yokohama through the canal or by Brito to San Francisco, 2700 knots. San Francisco to Yokohama, 4536 knots. Therefore, the distance from Brito to Yokohama via San Francisco is 7236 knots. Excess of route via San Francisco over shortest practicable route is 91 knots.

Brito to Honolulu, 4210 knots. Honolulu to Yokohama, 3400 knots. Shortest practicable route to Yokohama via Honolulu is 7610 knots. Excess of route via Honolulu over route via San Francisco is 374 knots.

Brito to Honolulu, 4210 knots. Honolulu to Hongkong is 8740 knots. Brito to San Francisco, 2700 knots. San Francisco to Hongkong, 6000 knots. Therefore, the distance from Brito to Hongkong via San Francisco is 8700 knots. Excess of route via San Francisco over shortest practicable route is 20 knots.

Brito to Honolulu, 4210 knots. Honolulu to Hongkong, 4917 knots. Therefore, the distance from Brito to Hongkong via Honolulu is 9127 knots. Excess of route via Honolulu over route via San Francisco is 890 knots.

"This talk shows," said Captain W. L. Merry yesterday, "how closely the Nicaragua canal is allied to the interests of San Francisco. With the canal completed this part becomes a natural stopping place for vessels bound from the Atlantic seaboard for the Orient. It will take a steamer bound from any port of Europe or America in the Atlantic only seven or eight hours longer to go to Yokohama by way of San Francisco than the shortest distance from New York to Yokohama, and the difference in time will be less than two hours, as the difference in distance is only twenty miles. This would come near placing San Francisco right in the line of vessels bound through the canal for the Orient, and also those bound from the Orient. To go to Yokohama by way of Honolulu 374 additional knots would have to be traversed and 367 knots more to Hongkong than by way of San Francisco."

The pilot chart in this issue gives the best locations for crossing the equator for the months of September, October and November. It also dwells at some length on the influence of atmospheric conditions upon the sailing of vessels, and gives suggestions to mariners on this head. Mariners are advised to study the principles which affect the audibility of fog signals, the noises upon the ships, the noise of the water line, the way in which the wind difference in time will be less than two hours, as the difference in distance is only twenty miles. This would come near placing San Francisco right in the line of vessels bound through the canal for the Orient, and also those bound from the Orient. To go to Yokohama by way of Honolulu 374 additional knots would have to be traversed and 367 knots more to Hongkong than by way of San Francisco."

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