THE BAY DISTRICT RACES.

The Steeplechase Furnished the Sensational Feature of the Day.

BETS WERE DECLARED OFF.

Clancy's Ride on Mendocino Did Not Suit the Judges, Hence the Decision.

White and Clark hope to run out their string of ill-luck ere long. Commission broke down in his race yesterday and will have to be shelved for a time.

"Pop" Weaver, the veteran knight of the pigskin, in whose name Ichi Ban runs, had a swell bet down on the gelding yesterday at the cherry-ripe odds of 150 to 1. Had he landed the bet Pop threatened to again come out with a shining silk tile and tight-fitting breeches and again resume the position he once occupied when he was known as the Berry Wall of Denver.

Phil Archibald stood to make a small clean-up over the victory of J O C and naturally was very wrathy over the judges' decision. Phil and Owner Van Ness were consoling each other in the betting ring at the conclusion of the races. The owner of Morello was at a loss to understand the decision when his horse so clearly outclassed the field.

After four races had been run off yesterday with nothing particularly eventful transpiring, the steeplechase furnished the sensation of the day. There were six starters in the event and when the first odds were quoted in the ring J O C, Dick O'Malley and Mendocino all opened at 11 to 5 in most of the books. Dick O'Malley receded to 2½ to 1 at post time and Mendocino to threes, while a stiff play on J O C gradually cut his price to 6 to 5. Yangedene, Vulcan and Joe Frank all went back in the betting.

There was nothing in the race from the flagfall but J O C. He went out in front opening up a gap of daylight fully eight lengths in front of his field, which at one stage might have been twelve, and finally won, pulling up, six lengths in front of Yangedene, with Mendocino a good third. The judges did not like the ride W. Clancy put up on Mendocino and after some deliberations declared all bets off and suspended Clancy indefinitely. The decision was received alike with cheering and kicking in the ring, the backers of J O C being very wrathy over the judges' edict.

Four of the five favorites won, and but for the defeat of Road Runner through Shaw's poor judgment the talent would have fared well on the day.

The 7 to 5 favorite Auteuil took the opening dash of five and a half furlongs, although only through hard scratching. Ganzales Maid led until nearing the stretch, when Josie G, the second choice, took up the running, and was only beaten a nose in a hard drive by the favorite, with Coady up.

Walter J. Jockey Hinrichs' latest acquisition, backed from 6 to 5 to even money, had no trouble in disposing of his field in the second race, a four and a half furlong dash for two-year-olds, winning by three lengths. Belle Boyd, a daughter of El Rio Rey, downed Prince Hooker for the place.

Seraphin's stable connections backed her to win the third event at a mile, while Road Runner, the 8 to 5 favorite, and Claudius, the second choice, carried the general public's money. Seraphin was allowed to go out and make her own running, and, although Road Runner closed up a heap of ground in the stretch, finished a length behind the Emperor of Norfolk filly in 1:42¼. Claudius dropped from the clouds and finished third, but a length further away.

The fourth race, also a mile dash, would only be a cake-walk for Commission pitted against Miss Buckley and Carmel, so the bookies grew generous and laid 3 to 10 against him. He won the cake, but had to walk his prettiest, for after leading all the way Jones on Miss Buckley hooked up with him when straightened in the stretch, and a sixteenth from home looked to have him beaten. Nearer on toward the wire sulking Carmel joined the party, and the three horses passed the finishing post heads apart in a most exciting finish. Commission gained the verdict by a head, Miss Buckley beating Carmel out the same distance for the place. The race was made in 1:41¾. MULHOLLAND.

SUMMARY.

SAN FRANCISCO, July 18, 1895.

1183. FIRST RACE—Five and a half furlongs; selling; three-year-olds and upward; purse $250.

Ind.	Horse, weight, jockey.	St.	½	Str.	Fin
1179	Auteuil, 96 (Coady)	4	5ʃ	2½	1h
1158	Josie G, 94 (Piggott)	3	2½	1ʃ	2ʃ
900	Cadeau, 85 (McIntyre)	5	4½	4ʃ	3ʃ
1151	Gonzales Maid, 88 (Jones)	1	1½	3ʃ	4ʃ
1168	Wild Rose, 102 (Hinrichs)	6	6ʃ	5ʃ	5ʃ10
1106	Ladameo, 85 (Reidy)	2	3ʃ	6ʃ	6ʃ
1138	Druscilla, 99 (Steele)	7	7	7	7

Good start. Won driving. Time, 1:08¾. Winner, b. g., by John Happy-Jess.

Betting: Auteuil 7 to 5, Josie G 11 to 5, Cadeau 60 to 1, Gonzales Maid 10 to 1, Wild Rose 5 to 1, Ladameo 8 to 1, Druscilla 60 to 1.

1184. SECOND RACE—Four and a half furlongs; maidens; two-year-olds; purse $250.

Ind.	Horse, weight, jockey.	St.	½	Str.	Fin.
1144	Walter J, 105 (Hinrichs)	1	2h	1ʃ	1ʃ
1174	Belle Boyd, 110 (Peters)	6	5h	5ʃ	2n
1174	Prince Hooker, 107 (Shaw)	2	1½	2½	3½
1159	Gladette gelding, 102 (Chevalier)	7	7	7	4ʃ
1174	Mollie Bawn, 102 (McIntyre)	5	6ʃ	6ʃ	5ʃ
1159	Miss Cunningham, 107 (Piggott)	4	4ʃ	4ʃ	6ʃ
1174	Lady Leinster filly, 102 (E. Jones)	3	3½	3ʃ	7

Good start. Won easily. Time, 0:56½. Winner, b. c., by imp. True Briton-Lillie S.

Betting: Walter J even, Belle Boyd 10 to 1, Prince Hooker 10 to 1, Gladette gelding 13 to 5, Lady Leinster filly 6 to 1, Mollie Bawn 40 to 1, Miss Cunningham 8 to 1.

1185. THIRD RACE—One mile; selling; purse $300.

Ind.	Horse, weight, jockey.	St.	½	Str.	Fin.
1149	Seraphin, 86 (E. Jones)	1	1ʃ	1½	1ʃ
1176	Road Runner, 107 (Shaw)	3	2ʃ	2ʃ	2ʃ
1171	Claudius, 110 (Chevalier)	2	5	4ʃ	3½
1099	Sympathetic's Last, 103 (Piggott)	4	3ʃ	3ʃ	4ʃ5
(1066)	Ichi Ban, 103 (F. Jackson)	5	4½	5	5

Good start. Wood driving. Time, 1:42¼. Winner, ch. f., by Emperor of Norfolk-St. Cecelia.

Betting: Seraphin 3 to 1, Road Runner 8 to 5, Claudius 2 to 1, Sympathetic's Last 12 to 1, Ichi Ban 150 to 1.

1186. FOURTH RACE—One mile; selling; purse $300.

Ind.	Horse, weight, jockey.	St.	½	Str.	Fin.
1177	Commission, 105 (Piggott)	1	1ʃ	2ʃ	1h
1089	Miss Buckley, 88 (E. Jones)	3	3	1h	2nk
1169	Carmel, 104 (Chevalier)	2	2½	3	3

Good start. Won driving. Time, 1:41¾. Winner, b. g., by Imp. Saxon-Louise T.

Betting: Commission 3 to 10, Miss Buckley 7 to 1, Carmel 6 to 1.

1187. FIFTH RACE—"Short course," about a mile and a half; steeplechase; purse $300.

Ind.	Horse, weight, jockey.	St.	4th.	8th.	Fin.
1172	J. O. C., 122 (Stewart)	1	1ʃ	1ʃ	1ʃ
1162	Yangedene, 131 (Maynard)	4	3ʃ	2ʃ	2ʃ
1162	Mendocino, 137 (W. Clancy)	5	4ʃ	3ʃ	3ʃ2
1173	Vulcan, 140 (Kidd)	2	5ʃ	5ʃ2	4ʃ
1158	Dick O'Malley, 137 (Cairns)	3	2ʃ	4½	5ʃ5
1162	Joe Frank, 131 (Madden)	6	6	6	6

Good start. Won easily. Time, 3:24. Winner, ch. g., by Apache-Irene.

Betting: J. O. C. 6 to 5, Yangedene 7 to 1, Mendocino 3 to 1, Dick O'Malley 5 to 2, Vulcan 12 to 1, Joe Frank 60 to 1.

Following are to-day's entries:

First race, about three-quarters of a mile, selling—Cadeau 90, Barcaldine 95, Sheridan 109, Swiftsure 106, Leonatus 102, Wild Rose 106, Druscilla 97, Ladameo 88.

Second race, five-eighths of a mile, selling—Dancing Girl 105, Elsie 97, Her Majesty 110, Edgemount 97, Veragua 104, Spry Lark 101.

Third race, about three-quarters of a mile, selling—Melanie 91, Roadrunner 102, Armette 98, Royal Flush 108, Realization 100, Sir Richard 104, Nervoso 85, Regal 85, Joe K 78.

Fourth race, three-quarters of a mile, handicap—Howard 105, Bernardo 103, Dr. Stevens 95, Silver State 90.

Fifth race, five-eighths of a mile, extra, selling, three-year-olds and upward that have not won three races in 1895, winner to be sold at auction for $700; if for less, three pounds allowed for each $100 to $100. Non-winners of two races allowed five pounds. Entries close at 8:30 A. M.

AMONG THE WHEELMEN.

Entries for the Y. M. C. A. Cycling Club Races Saturday.

The San Francisco Young Men's Christian Association Cycling Club will hold two club races at Central Park track next Saturday, July 20. The entries and handicaps for the one-mile handicap race are: J. E. Edward, scratch; J. Sims, 75 yards; F. Stackpole, 80; J. Keller, 80; F. Bronson, 90; P. Burr, 95; B. Waterman, 110; A. Larsen, 125; G. Pecht, 130 yards.

The other race will be a half-mile scratch and the above riders will also contest that race. Appropriate prizes will be awarded the winners of both events. The club will hold a five-mile road race in August.

Captain Thornton, Secretary Hunter and ex-Lieutentant Fuller of the Olympic Club Wheelmen started yesterday on a trip through Lake County. Messrs. Adams, Argenti, Bent and Owens of the Camera Club Cyclists have just returned from there and say the roads are good and that the trip as an outing for cyclists is grand. It takes ten days or two weeks to do it properly, still one could spend two months there and find something new of interest every day.

Charles S. Wells, Bay City Wheelmen, J. E. Alexander, Garden City Cyclers, and H. E. McCrea, Los Angeles Wheelmen, left last night for Salt Lake City and the East. They will race at several places on the way, and Wells intends to go on the National circuit.

The Liberty Cycling Club will enjoy a theater party next Monday evening and will have a dance at the clubrooms on July 25.

The Imperial Cycling Club is arranging for a "smoker" to be held at the clubhouse Thursday evening, July 25.

Next Sunday will be a day of road races and club runs. Already three of the former are scheduled to be run over the San Carlos course, while there will be a country run of nearly every club in existence around the bay. Full particulars will be published in THE CALL Saturday.

CRUELTY TO AMERICANS.

The Crew of the Star of Freedom Barbarously Treated in Mexico.

Even Captain Johnson, Owner of the Schooner, Was Imprisoned in La Paz Jail.

A story of almost incredible cruelty to American sailors was brought from La Paz, Lower California, by a Mexican gentleman who arrived in this City a few days ago, and if the case is pressed by the victims it is of such a nature that an international difficulty is likely to arise between the United States and Mexico. The sufferers were all connected with the schooner Star of Freedom, which was stolen from Oakland Creek five months ago and taken to Mexico by Oscar Bartels.

After all the trouble and hardships the schooner has been abandoned by her owner, Captain Johnson. The Star of Freedom was seized by Mexican officials at La Paz, and then the case got tangled up in the red tape of the Attorney-General's office in an attempt to have Bartels and his companions extradicted. Johnson went to Mexico thinking he could take possession of his vessel, but found that the expenses and port charges were so exorbitant as to be more than the schooner was worth. This fact, in addition to the barbarous treatment given Bartels and his crew, and later Captain Johnson, by Mexican military authorities in Lower California, it is believed, will stir up the high officials at Washington, for Bartels, his seaman and the cabin-boy were maltreated in a savage manner, and Johnson himself, an American seeking justice in Mexico, was thrown into a filthy jail as a common criminal.

When Oscar Bartels sailed away with his prize from this port he headed the Star of Freedom for Mexico, and never thereafter did he draw in sail until off the sleepy port of San Jose del Cabo, near Cape San Lucas. He had on board a Russian sailor and a small boy, 12 years of age, whom he picked up in San Francisco, and who were ignorant of the fact that their master had stolen the schooner. On arriving at San Jose del Cabo Bartels was surprised to learn that his coming was watched. He was detained until a detachment of twenty-three Rurales arrived from La Paz, a distance of over 150 miles. These soldiers were under command of an officer named Machorro, whose title or rank was "Jefe de los Rurales." Machorro promptly arrested Bartels, the sailor and cabin-boy and locked them up in a one-room filthy prison at San Jose del Cabo, where they were kept for a night and two days. Meanwhile, according to the story told by the La Paz merchant, the Rurales Jefe became intoxicated.

Next morning the three prisoners were ordered out. They were not allowed to take blankets or a change of clothes from the schooner. Mules were saddled and the prisoners, after having their arms tied behind their backs from elbow to elbow, were hoisted upon the mules and started off for La Paz, 150 miles away.

All through that weary march, which lasted four days, the prisoners were not released. They were tortured by gnats and clouds of pestiferous insects, blistered by the torrid sun and beswitched by brambles flying in their unprotected faces along the route, but never once were the cords loosened that bound their arms to their sides. The path lay over most terrific hills, barren and burning hot. The boy cried all along the way, but had to endure the tortures with the other two prisoners. He cried for water, which was denied him. Their faces were eaten by insects and they were hungry and thirsty as well as overcome by heat and the torture of being tied to the mules and bound with ropes.

Even at night the bonds were not removed and the poor wretches were compelled to lie upon the floor of some filthy jail or upon the ground without covering.

The La Paz authorities did not trust the Rurales and selected three merchants of San Jose del Cabo to accompany the prisoners. These gentlemen were Louis Castro, Salomon Veyo and F. Viya. Moved to compassion for the tied and tortured men they gave them water and some food, and on arriving at La Paz they caused the arrest of Jefe Machorro, whose punishment it was then stated would be ten years' imprisonment, but the authorities failed to take action and Machorro went free.

The boy was discharged at La Paz after an investigation, but although the Russian sailor, who spoke Spanish fluently, had asserted his and the boy's innocence, they received no consideration from the cruel Rurales. He was thrown into prison with Bartels and they were there two weeks ago. Captain Johnson arrived on the next steamer and he, too, was placed under arrest, though he had gone to La Paz to regain possession of his schooner.

The people of San Jose and La Paz were indignant over the brutality which the Rurales showed the unfortunate prisoners and they were the first to make it known. They notified the Federal Government of Mexico and expect that an investigation will be ordered from the City of Mexico.

A strong movement has developed in the Scandinavian Lutheran Church in Minnesota for the adoption of English as the official language of the church organization and for the total abandonment of the use of the old tongue. Many prominent members are convinced that only by the adoption of the English language in the church can the younger generation, which was either born or brought up in this country, be kept within the Lutheran fold. An organization has been formed by the progressive ministers and elders to secure the change.

TO CLEAR THE CORRIDORS.

The Police Will Look After the Rascals in the New City Hall.

AN END TO THEIR SWINDLES.

Complaints Made From Many Departments Regarding the Fleeced Ones.

The article which appeared in yesterday's CALL regarding the habitue "grafters" and "macers" of the City Hall and their original style of swindling strangers caused quite a stir in Police Court corridors yesterday, as well as in the courts and other departments, too. The exposure was timely—even more than timely—and the officials were a unit in declaring that they were pleased to see it. They, too, had become tired of the way affairs had been running.

An investigation made by a CALL reporter yesterday showed that the bunkoman blight had not only affected the Police courts, and the cases belonging thereto, but that the evil extended through the various other departments of the municipal government which are situated in the big manor-house. It is something which has been growing ever since the Police Department and courts connected with the same moved from the old quarters at Washington and Kearny streets. It was well known that the work of getting "straw" bonds, or in fact any kind of bonds, was carried on there by three or four saloon men, who fattened on the trade.

With the settlement of the courts' and police headquarters at the new City Hall, however, there was a transformation in the way of an amalgamation of underhand industries. The men who before at the new hall had frequented the corridors and endeavored to become jurymen, or had embraced, figuratively speaking, the unsophisticated pilgrim seeking a marriage license or the means to become a citizen, joined forces with the wolves of Merchant street and Dunbar alley when they followed the removal of the Police courts and Police Department to the new hall.

It is in connection with the work of the Police courts that most of the crooked proceedings are done. The culpable parties are men who have for years made their living through preying upon the unfortunates who play their petty hand in the game of vice which does not call for a heavy sentence or a yawning of prison gates.

"I have heard a great deal of this corridor work," said Police Judge Low, when spoken to about the matter yesterday, "and I think it requires a strict investigation. All that I can do to stop it I will do. Every day people come to me and say they have paid money to fix such and such a case. Why only yesterday there was a woman told me that she had given $10 to a man who said he was Judge Low. I told her I was the Judge, and she was even inclined to dispute it until she was absolutely convinced to the contrary. It has been the same all along the line, I know, as far as the Police Court Judges are concerned. Who are these fellows? Well, I wish I knew. I do know this, that many of them are old politicians who are now out of the political ring, and having nothing else to do, lounge around and rope in suckers, as they call their work. I only wish a few arrests were made, and I would give them the full penalty for vagrancy. They are nothing more than vagrants, and should not be allowed to roam around loose and deceive people the way they do."

Police Judge Conlan spoke in the same strain regarding the corridor workers. He recalled his own experience as prosecuting attorney of the Police Court, and said that he knew there was a clique of men engaged in no other business (for they could work in no other business outside of prison walls) than "bleeding" the minor criminal or his or her relatives for all that was possible.

Each morning before the Police courts open the City Hall corridors are crowded with these human sharks. They have made themselves acquainted with each case that is coming up in the Police courts, and they lie around for the relatives or friends of the person who is in trouble. Sometimes they travel in pairs, and a brother or sister who has come down to do all that is possible for the accused party is introduced to a bogus judge or attorney and with the understanding that all will be right, $10 or $20, or even more sometimes is given up. When the case is called in court the yielder of the coin is surprised to find that the Judge or prosecuting attorney is another man altogether. These are only everyday cases, however.

The evil of the mob of "grafters," "macers," or whatever they may be termed, extends further. It encroaches on every department of the City government when there is a chance for a perquisite.

"We have complaints every day," said genial Harry Piper, who is County Clerk Curry's chief assistant. "Some one comes up to the marriage license office and wants a matrimonial diploma, and when the usual $2 fee is called for they say that they fixed that with somebody in the hall, who said he had a pull on the County Clerk. When we say that we do not do business that way they become indignant until they are convinced that our office has nothing to do with their outside transactions. That gang of workers should be cleaned out of the hall. They are nothing more nor less than petty larceny thieves."

License Collector Lees is another official who has a decided objection to the mob that gathers daily in the Police Court corridor of the City Hall. The eagle-eyed members of the mob hang around the entrance next to his office and many are the complaints which are made to him that outsiders have received money in consideration of their receiving a free dog license. Of course they do not get it.

Chief Crowley, when spoken to about the matter, said that he had heard of it through reports that had been made. He had already taken steps to check it, and had ordered Captain Douglass to see that corridors were kept free from the bad characters who lingered around waiting to give strangers the "glad hand," while with the other they reached for what they thought the victim had in his pocket. There is one thing in connection with the crowd if the police go after them in a thorough manner—they are all well known. As Judge Low remarked, "Arrest them for vagrancy." If they have a "pull," in the wave of feeling against them it may not be sufficient to keep them out of jail for at least a few months. At any rate the visitor to the City Hall will feel much relieved if upon his entrance he is not met by a smooth-tongued, glib man who insists upon knowing why he came there, etc.

Mass-Meeting at San Jose.

The Board of Trade of San Jose is making enthusiastic preparations for the mass-meeting of the Manufacturers' and Producers' Association, which is to be held there Saturday afternoon. Over 800 invitations have been sent out, and it is expected that a big crowd will go from this City. Hugh Craig and Julian Sonntag are to be among the speakers.

A Mining Incorporation.

The New Era Gravel Mining Company was incorporated yesterday with $500,000 paid up capital stock, held as follows: William Brady $93,330, T. J. Hibbert $46,665, Byron Burris $46,670, Wallace Dinsmore $46,670, E. A. Forbes $46,665, A. B. Luther $120,000, J. B. Toplitz $3350, I. H. Mayer $96,650.

For Injuries at Alameda.

Robert P. Jansen has begun suit against the Southern Pacific Company for $50,000 on account of injuries sustained at Alameda on September 22 of last year. In the complaint filed yesterday by Delmas & Shortridge, it is stated that the plaintiff had just alighted from a train when he was struck by another that rapidly passed on the parallel track. One leg was broken and his skull was fractured.

INSURANCE MEN COMING.

Portland Does Not Intend to Take Orders From San Francisco.

The effort of the local insurance managers to enforce the non-intercourse law in Portland has brought trouble about their heads. The Portland agencies will have none of it and an embassy of prominent insurance men of the northern metropolis is on its way to this City. It is composed of Manager Folger of the New Zealand corporation and Messrs. Bates and Church, city agents. They will be armed with an ultimatum, which, translated, may mean that the San Francisco agents are "ordered to mind their own business and let their Portland contemporaries do the same."

Portland is one of the few cities on the coast where the insurance business is carried on without a loss, and the agents of that city do not propose to take any dictation from the so-called disrupted ring of San Francisco.

Some of the most prominent managers in San Francisco stated yesterday that they will not enter into any new compact, so there is no likelihood whatever of a combine being formed for a long time to come.

RAILS TO SPANISHTOWN.

The New West Shore Railroad Company Will Want Central Basin.

Glimpses of the Project for a Railroad Down the Coast to Santa Cruz.

The new West Shore Railway Company, which announces its purpose to promptly build a railroad from San Francisco down the line of breakers, through Halfmoon Bay and Pescadero, to Santa Cruz, is a thing of real interest.

The new railroad company, which filed articles of incorporation last Friday, says that it is going to build that road at once.

The company is yet playing in the dark, and the directors will afford only glimpses of their plans and expectations. Those who signed the articles of incorporation are: C. M. Sanger, Behrend Joost, R. S. Thornton, J. W. Eisenfurth, Louis F. Dunand, K. J. Willets and R. Herman. At an election yesterday the first five named were elected respectively president, vice-president, treasurer, secretary and attorney of the company.

At the office of Mr. Eisenfurth, the capitalist, in the Crocker building, President Sanger, Vice-President Behrend Joost and a good-looking business lady were seen yesterday. The lady seemed to know more about the road than anybody, and to be the most discreet in reserving information.

Mr. Joost and Mr. Sanger joined in making the statement:

The road will positively be built. We will begin work in sixty days and part of the material is already here. We don't want to say just what the material is, nor just where the road will run, nor much about our business, for we don't want to show our hand, nor the route, nor anything of the kind at this moment. We are going ahead and keeping out of the papers.

The company was incorporated as the San Francisco and West Shore Railway Company, but the San Francisco was officially lopped off yesterday.

Mr. Sanger went home and Mr. Joost and the business lady dropped intimations which showed that the company's plans are to enter the City limits near Colma, probably swinging in from the ocean by way of the San Pedro Valley and a tunnel, and then circling round the San Bruno hills and reaching the water front at about Central Basin, in the neighborhood of the Potrero. To this terminal ferry-boats are to be run from the business part of the City.

"We will probably ask for a lease of Central Basin similar to the lease given the Valley road," said Mr. Joost, "and there will also be another branch connecting with the City by another route. No, the San Mateo electric road has no connection with it. We will run ferry-boats, I am willing to say."

The capital stock of the company is fixed at $2,000,000, of which the amount required by law is subscribed. The South Pacific Coast narrow-gauge road sold for $6,000,000.

"No," said Mr. Joost, "the road cannot be built for $2,000,000, but the amount of stock is placed at a low figure because we want to pay dividends right away and none of the stock is for sale. The money is arranged for, but I am not at liberty to say where it will come from. Well, it will be both San Francisco and Eastern money. It is all arranged. We don't want to say much just now because we don't want people to gamble on where we will go."

It was told that most of those interested had been working up the project for three years and that the company has the rates and estimates of three surveys made in the past. One of them, Mr. Joost said, was made by Jay Gould's direction several years ago, when he was interested in the Santa Fe road.

"Stakes are set every foot of the way," said Mr. Joost.

The line will not be a very expensive one to build, Mr. Joost says. After getting through and across the range of tangled hills that turns into bluffs about Mussel Rocks on the shore, most of the way will be along comparatively level valleys that slope to the sea. The line will follow the shore, and for superb scenic attractions will offer the ocean on one side and mountains, redwood forests and fruitful valleys on the other. The distance by this route to Santa Cruz will be only seventy miles, and the great shortening of time to the Long Branch of the Pacific Coast is counted on as an immense advantage in the competition for passenger traffic.

The ideas of the promoters is that such a railroad would at once popularize and populate Halfmoon Bay, Pescadero and other places as summer resorts. These places have been famous in that way for years, but have been enjoyed only by visitors who were willing to make a very long, though charming trip, by stage over the mountains.

The business inducements offered to a railroad by this stretch of rich and peculiar country are fully reckoned upon by these railroad people. They have been presented in newspapers in inviting ways many times in many years.

Just over the crest of the hills south of Colma is the San Pedro Valley from which great four-horse teams nightly draw great loads of vegetables to the San Francisco markets and to the box-cars which daily leave Colma for the East carrying those cabbages and cauliflowers to Chicago and Kansas City. A railroad would cheapen this transportation, gain a considerable revenue and stimulate gardening industry all through that region where the foggy moisture of the sea and the richness of the soil are peculiarly kind to the green things sold in the market places.

For fifty miles the dairy industry is extensive and waiting the stimulation a railroad would give. There are great redwood forests close along the route, and deposits of bitumen, limestone and other minerals. Mr. Joost says that the company will run spur tracks back into the valleys among the farms, dairies and forests and operate them with electricity ground out by mountain streams.

The company will ask for bonuses and other aids as well as franchises and waterfront privileges as soon as it gets ready for practical operations.

An unusual number of silver weddings will be celebrated in July in Germany. In that month in 1870 the troops were mobilized for the war with France, and what men were engaged made sure of their girls by marrying at once.

FAVORS FOLSOM'S STONE.

Granite-Cutters' Union Urging Its Use in the New Depot.

RAYMOND COMPANY'S STAND.

Comparison of Figures to Show the Advantage in Cost to Be Gained.

A delegation from the Granite-cutters' Union called upon Labor Commissioner Fitzgerald yesterday to inform him that action had been taken by the union in favor of the use of granite rock from Folsom for the new depot, the affiliated colleges and other prospective State undertakings in that line. The delegates were Robert Flood of Oakland, W. F. O'Donnell, Charles J. Coyle and A. W. Sargent of this City. Both Messrs. Flood and Sargent were able to use ex-Congressman John R. Glascock's name as a reference.

According to the representations made by the delegation an attempt is being encouraged by President Knowles and Secretary Hosmer of the Raymond Granite Company to get up a secret meeting at Humboldt Hall next Sunday to start an agitation against the use of Folsom rock for any public purpose in this City, and the men who will in all probability compose this meeting, so said the delegation, will be simply the employes of the Raymond Company, none of whom are members of the Granite-cutters' Union.

Some time ago a difference of opinion arose between the Granite-cutters' Union and the Raymond Company about the number of hours which was to constitute a day's work. In consequence there has ever since been a bitter estrangement, and the members of the union do not go to the quarry of that concern looking for work.

The Granite-cutters' Union of North America has a membership of about 8000. At the last meeting of the local branch the whole question of quarrying and cutting came up, and as a result a resolution was adopted pledging the union to recognize the advantage to be gained by the State in the use of Folsom granite. The proposed meeting at Humboldt Hall was also fully discussed, and it was learned that it would be nothing more than a non-union gathering and that only between thirty and forty persons would take part in it.

It seems from the statements made by the members of the union yesterday that the labor involved in quarrying is very insignificant when compared with the skilled labor employed in the cutting, and that the quarrying is done mostly by aliens who do not become permanent residents of any community. A quantity of stone sufficient to keep 200 cutters busy could be gotten out of the quarry by ten or twelve men; in fact, the proportion of unskilled to skilled labor is usually not over 2 or 3 per cent, it was asserted. As the artisans will therefore be greatly benefited by the imitation of Folsom rock here, the union pledged its members to handle and cut it if the State decides to use it.

A committee of three of the union recently conferred with Harbor Commissioners Cole and Colnon respecting the new depot, and the following is the substance of a communication anent that matter from Secretary William Davidson to Mr. Fitzgerald, omitting some unimportant references. The reason for the placing of confidence in Mr. Fitzgerald is found in the fact that the union is greatly interested in the work he is doing respecting alien contract labor and the free employment bureau, and the union has assured Mr. Fitzgerald of its hearty co-operation in labor reforms:

As secretary of the San Francisco branch of the Granite-cutters' National Union and as one of a committee of three which called to see you on the 8th inst. in reference to the proposed new depot, I wish to say that we are only working on rumor and hearsay just at present, and our information is limited, but I will state to you the resolution that was passed by our branch. It was that we would cut the Folsom stone, irrespective of whom it might be quarried by. We would like to see the State put up its buildings with its own granite, and we have pledged ourselves to do all in our power to have it that way.

The following figures will show you the difference in cost of the various granites in the State on the basis of 80 cents per cubic foot (twelve cubic feet in a ton) and a freight charge of $3 per ton for the Raymond granite and the other granites being landed here: Raymond granite, $12 60; Rocklin granite, $12 10; Lincoln granite, $12 10; San Diego granite, $13.

Now you can readily see what a great saving it would be to the State if it could get the same rate of transportation from Folsom as it would for broken stone for roads, viz.: 85c per ton and the cost of quarrying being merely the maintenance of the convicts employed and the providing of the necessary tools. Another point I wish to give you is that a cutter can accomplish more work on the Folsom stone than most of the other granites. Yours respectfully, WILLIAM DAVIDSON, Secretary.

The committee of the union will see all the State officials interested in the proposed buildings and endeavor to induce them to give preference to the Folsom granite.

NAVAL DEVELOPMENTS.

What the World Has Learned by Recent Experiences.

A British naval officer of high standing sends a summary of certain important facts in connection with the recent naval engagements in the East.

Here are some of the most interesting: Contrary to prophecy, large guns were not disabled through being dented or perforated by small projectiles propelled at high velocity.

The unarmored ends of the two Chinese battle-ships remained intact after Yalu, and the vessels came out of action in a seaworthy condition as far as the structure of the hulls was concerned. Torpedoes were ineffective in the open-sea action. Well-handled torpedo-boats, although losing some of their numbers, were effective against a fleet debarred from maneuvering.

Japanese torpedo-boats were fired on and driven from their objective by friendly warships during an early and abortive attempt to enter the harbor of Wei-hai-wei. A flotilla of fourteen torpedo-boats was annihilated, with a solitary exception, by a small number of moderate-speed cruisers. The burst of one well-placed 10-inch shell disabled the shielded big gun of a protected cruiser and drove her out of action. The engines of the surviving ships of either fleet were intact, although fire was concentrated on the centers of the vessels.

Fighting-tops were useless at the average range of the action as fought.

Rudders were not damaged, although in a few instances the connections between the rudder and the bridge were impaired. Woodwork, either in the form of boats, bulkheads or decks, was disastrous from the entailed conflagrations and splinters. Expreme speed is not a constant requisite in fleet action, but the power of moving rapidly for a special maneuver is of supreme value.

Two quarts of whisky is a pretty fair record for a weak woman. That is the average capacity of Marion M. Davis, as sworn to by numerous witnesses who appeared against her in a Philadelphia police court the other day for securing board and whisky under false pretenses. One man testified that she drank two pints and a quart in one afternoon and evening and maintained this average during the several days she was at his house, waiting remittances from wealthy relatives.

Watteau's "L'Ile Enchantee" was sold for $8200 recently at the Hotel Drouot in Paris; a portrait of Louis XV, dressed as a pilgrim, by Boucher, for $2360, and four panels of Brussels tapestry after Teniers for $5425.

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