

WRECK NEAR CASPAR. Disaster on a Railroad Into the Logging Camps. ENGINEER CZAR KILLED

His Locomotive Leaves the Rails and Plunges Down an Embankment. FOLLOWED BY LOADED CARS. Rescuers Find His Mangled and Lifeless Body Beneath the Debris.

UKIAH, CAL., Jan. 4.—News reached here to-day of a disaster on the Caspar railroad on Wednesday, which cost the life of Engineer Charles Czár, the total wrecking of the engine and several of the cars of a logging-train. This railroad is a short spur built by the Caspar Lumber Company into its timber belt and is used exclusively for the transportation of logs from the company's various camps.

The ill-fated engine, known as No. 2, was pulling a logging-train from the camps. The train was on the last trip for the day and the cars had a heavy load of logs aboard, which were to be transferred to a train drawn by engine 3 on the Caspar end of the road. When about nine miles from Caspar the engine, from some cause at present unknown, left the rails and rolled down the embankment. The heavy train of logs in the rear crushed into the derailed engine with terrible force. The engineer had not time to leave the cab before he was caught beneath the load of logs that shot down upon the engine and crushed to death. The brakeman, who was on the rear end of the train, was hurled from the cars, but escaped with slight injuries.

BUDD ANSWERS SHIPPEE.

The Governor Indignant Over the Ex-Director's Covert Accusations. Light Thrown Upon the Letting of Pool-Selling Privileges at the State Fair.

SACRAMENTO, CAL., Jan. 4.—Governor Budd is greatly incensed at the published statements accredited to ex-Director Shippee of the State Agricultural Society, wherein he claimed that he was turned down because he vetoed the pool-selling privileges of one firm. When questioned on the subject the Governor said: "I cannot believe Mr. Shippee made the statements telegraphed to the San Francisco CALL, for the records show them to be incorrect. In his talk it is claimed that he was turned down because he could not be controlled by Killip & Co. in his vote on the pool privileges. Now, the fact is that the directors appointed by me voted against the Killip scheme. This year the board let the privilege to the highest bidder for \$15,000 and a \$500 purse, or \$16,100, as against the sum of \$728.65 received the previous year under the Shippee board from Killip & Co., without opposition. In other words, my appointees, whom Shippee charged were selected in the interest of Killip, with Dr. Mathews, were the ones who for the first time in years overturned this firm and advertised for bids, thus getting from the highest bidder, George Rose, double the sum for the State that the Shippee board did from Killip.

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SHIPPEE RE-ELECTED. Will Continue as President of the San Joaquin Association. STOCKTON, CAL., Jan. 4.—The directors of the San Joaquin Valley Fair Association met to-day and attested their appreciation of the long and faithful services of L. U. Shippee as a member of the board by electing him president again by a unanimous vote, and recommending him for reappointment by Governor Budd. On the strength of an opinion from ex-

Judge Hall, the board decided to mortgage the association property in order to pay off an outstanding indebtedness in the neighborhood of \$13,000. A determined effort will be made to carry on the fair without the aid of a State appropriation. Some of the members are inclined to criticize Governor Budd for his willingness to aid the fair at Sacramento and deprive the district association of the same assistance.

KERN COUNTY PROJECT. S. W. Ferguson to Take Charge of an Extensive Enterprise. BAKERSFIELD, CAL., Jan. 4.—The formal announcement is made of the resignation of S. W. Ferguson from the position of manager of the Kern County Land Company (the incorporated Haggin & Tevis interests), a position which he has satisfactorily filled for five or six years. The responsibilities of this position have been most onerous, involving the handling of an investment of many millions of dollars, the employment of several hundred men, an annual expenditure of over a million dollars and the conduct of the multifarious details of a vast range of enterprises. It was with reluctance that his resignation was accepted, and only after repeated solicitation on his part. It is understood Mr. Ferguson will soon take charge of one of the most extensive land and water projects ever mooted on this coast.

FIGHT FOR A SONOMA ESTATE. Miss Campbell's Claim to Victor Otmer's Property Contested. SANTA ROSA, CAL., Jan. 4.—The relatives of Victor Otmer, the young man who killed himself near Headlands a few days ago, will contest Jennie M. Campbell's claim to Otmer's estate. The young woman tried to get possession of the estate proceeding a letter written by Otmer, telling her he would give her the estate after his death. They were soon to be married. Otmer's family disputes her right to the property.

POLITICS IN SACRAMENTO

Three Aspirants Who Will Get Offices Under Mayor-Elect Hubbard.

Certain Democrats Take Offense at a Recent Appointment by the Governor.

SACRAMENTO, CAL., Jan. 4.—Mayor-elect Hubbard will assume the duties of his office on Monday next, and the local political aspirants are pulling wires in all directions. As yet Mayor Hubbard has selected but three candidates for positions which will become vacant, whose names he will present to the Board of Trustees for confirmation or rejection. These are: J. O. Coleman for Superintendent of Streets, Hiram Johnson for corporation counsel and W. F. Renfro for Mayor's clerk.

It is claimed that the Democratic members of the City Board of Trustees held a caucus yesterday and agreed to nominate Trustee John Leonard for chairman in place of W. D. Lawton, who retires from the board. As they are in the majority, there is no doubt but that his election to the chair will be unopposed. In the matter of clerk of the board a lively discussion is said to have ensued. James Carroll, a local politician of Democratic proclivities, has been making a hard fight for the position, and had the friendship of a portion of the Trustees, but one of the party in power would have none of him, and absolutely refused to enter the caucus if Carroll's name was to be mentioned.

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SEATTLE'S SHIPYARD.

Vessels Now Being Built for the Government Service. A NEW REVENUE TUG. WILL SOON BE COMPLETED. The Golden Gate Designed for Use in San Francisco Harbor. Fifty Thousand Dollars the Probable Cost—Constructing a Torpedo Boat.

SEATTLE, WASH., Jan. 4.—Moran Bros. have begun the construction of the Government steel propeller Golden Gate, being built for the United States revenue service, and to be used chiefly in San Francisco harbor. The Golden Gate is to be constructed entirely of steel, the contract price being \$38,765, exclusive of boilers and fittings. The boiler is to be supplied by the Government, and it is estimated that the boat cannot be placed in actual service much short of \$50,000. According to the contract she must be completed by August 1, 1896. The general dimensions of the Golden Gate are: Length over all, exclusive of tenders, 110 feet; length between perpendiculars, 100 feet; breadth of beam, molded, 20 feet 6 inches; depth, molded at midlength between perpendiculars, 12 feet 6 inches. The propelling power will consist of one vertical inverted cylinder direct-acting engine of the triple expansion type with a high-pressure cylinder 13 inches in diameter, an intermediate-pressure cylinder 21 inches in diameter, and a low-pressure cylinder 32 inches in diameter, the common stroke being 24 inches. The boiler for the Golden Gate will be of the Wood type, the weight of which when full and with fittings is eighteen tons. Moran Bros. are also constructing for the Government and have now well under way a torpedo-boat.

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The Southern Pacific to Pierce the San Pedro Mountains. PLANS OF HUNTINGTON. A Network of Railways That Will Converge Toward San Francisco. PURE WATER FOR THE CITY. The Spring Valley Company Will Assist in Tunneling the Elevations.

REDWOOD CITY, CAL., Jan. 4.—C. P. Huntington's recent trip through San Mateo County with Charles Webb Howard of the Spring Valley Water Works may mean considerable to San Francisco. It again opens up the question of tunneling through the mountain at a point back of Redwood City, so as to connect the ocean side with the bay side of San Mateo County. The result would be that a railroad built up along the coast would escape the forbidding group of hills terminating in the San Pedro Mountains, which juts out into the ocean just below the San Francisco County line and blocks the way. Surveys have been made around, over and through the San Pedro Mountains, but the obstacles to good railroading are said to be something immense, while the tunnel referred to would afford a means of crossing over to the bay shore and thence to San Francisco on an almost level grade. If a railroad tunnel is built, it has been considered the policy of the Spring Valley Water Works to join with the Southern Pacific Company in its construction. The Spring Valley folks have extensive interests on the coast side of San Mateo County, and control enough water over there, which is running to waste into the ocean, to add millions of gallons to San Francisco's daily supply. Pescadero Creek is the principal stream, but there are several others, and the San Gregorio and Purissima are very important ones. Water will be taken from each. At the present time there is no way of getting the water over the mountains, and the Spring Valley Company could use the railroad tunnel to bring a pipeline through, emptying the water into Crystal Springs reservoir among the hills back of San Mateo. Thus, from the head waters of the Pescadero to San Francisco, there would be a constant supply of pure mountain water by gravity flow. If the Southern Pacific goes into the scheme it is safe to say that enough feeders to the main line of railroad will be operated on the coast side of San Mateo County to fully occupy or control the various avenues of approach to San Francisco. These feeders would tap the "big basin," a vast tract of virgin redwood timber owned by Timothy Hopkins and others, and lying along the border line of San Mateo and Santa Cruz counties. Pescadero, San Gregorio, Purissima and Spanishtown would be on the main line. Such valleys as the San Gregorio and Purissima are natural highways between the mountains, and need only an outlet by tunnel to command the coast trade. On one pretext or another the whole coast side of San Mateo County has been cruised and measured by survey parties, until every foot of the land and all the distances and elevations are known and carefully tabulated. The area of watershed and record of rainfall have all been figured out to a nicety. The capacity of the streams to furnish motor-power by the use of turbine-wheels has been inquired into, and the generation, local use and transmission of electric power to San Francisco have received the attention of experts. It is believed that with the revival of business the construction of the proposed tunnel would be one of the first moves made by the Southern Pacific Company in order to maintain its control over traffic to and from San Francisco. At the present time there is no sale for bonds and actual railroad construction is languishing, yet the Southern Pacific Company has not been idle, and has taken advantage of every opportunity to strengthen its position. When the San Francisco and San Joaquin Valley Railway Company was incorporated the Southern Pacific Company hurried along its work in San Mateo County. It immediately secured the long-neglected rights of way around the bay shore, and it looks as though it might soon spring another surprise by bringing a railroad in from the coast side as mentioned above. It is not a new idea. Everything is ready. Condemnation proceedings could be commenced almost at a day's notice. All the country immediately affected by any such a movement was gone over in a buggy by Mr. Huntington and Mr. Howard, their route being from San Mateo to Redwood City, Woodside, Searsville, La Honda, Hanson's Mill, San Gregorio, Purissima, Spanishtown, through Pilarcitos Valley, past Crystal Springs reservoir and back to San Mateo.

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trip for the purpose of making definite arrangements for putting up a glass manufactory. There is no objection commercially, as the demand for manufactured glass in California would support a large factory. I have talked with prominent citizens of this city, and they are of the opinion that such a concern would be of immense benefit to San Jose. "The resources of myself and those whom I represent are entirely adequate to carry out every agreement which we enter into. We would undertake the erection of a plant that would cost anywhere from \$60,000 to \$100,000. The number of employes at the start would be from 70 to 100, but in three years we expect that the force would number 500 men. All we ask is that this city give us a tract of land—approximately half an acre—with railroad facilities. We intend at first to make all common grades of glass, such as jars, beer and wine bottles, etc., but later we would put in a special plant and manufacture all the fine grades of glass."

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