

EXTENSIONS ARE RECOMMENDED AS PERMANENT ONES

Geary Street System Has Demonstrated the Practicability of Proposition, Say Reports

Continued From Page 1 The public utilities committee, from which the ordinance emanated, also congratulated the supervisors on their unanimous approval of the system as outlined, and said that the bond election would be held July 1. His remarks were warmly cheered.

EXPERTS SUGGEST PLAN The public utilities committee decided to recommend the ordinance after a conference with City Engineer O'Shaughnessy and J. R. Bibbons, Arnold's local representative, both of whom advised the \$2,500,000 bond issue. In its report the committee said in part:

"The extensions recommended today are for permanent transportation service and the profitable enlargement of the Geary street system, which has demonstrated the practicability of municipal operation of street railways. As a basis for the recommendation presented herewith, the committee adopts proposition No. 2 of City Engineer O'Shaughnessy's report, and adds thereto the reconstruction of the California street from First avenue to Thirty-third avenue, and connecting with it the Geary street line as it is now operated.

"There is also recommended with particular emphasis that it be urged upon the people the construction of a line into Noe valley via Church street, reference to the Arnold report shows that this thickly settled district is without transportation service."

DWO TRACKS ON VAN NESS

The Van Ness avenue line will be a double track street railway along Van Ness from Market street to North Point street, a distance of 2.6 miles. It can be operated at a half minute headway, making the maximum carrying capacity 12,000 passengers an hour.

In recommending the Potrero avenue line the city engineer called attention to its value in furnishing transportation to the exposition for persons living south of Market street and added that after the exposition it will be decided whether or not to extend the Potrero line to be an extension of the Van Ness avenue railway and will run along Market street from Van Ness avenue to Twelfth street over Florida and Mariposa streets and Potrero avenue to Twenty-fifth street, a distance of 2.2 miles. Along Market street additional tracks will be built for the extension of the tracks of the United Railroads.

WILL USE OCEAN SHORE

From Twelfth and Mission streets to Potrero avenue and Twenty-fifth street the single track of the Ocean Shore railway will be used, and one additional track will be constructed. The Stockton street tunnel line will be built through the Stockton street tunnel from Market street to Columbus avenue and will be a mile in length. The estimated cost for ordinary operation is \$229,200.

In deciding to take over the Union street line when the franchise expires, the public utilities committee took into consideration the report of the city engineer, to the effect that the length of double track route which is covered by the franchise and will be useful is 3.78 miles. It had been proposed to reconstruct the line from the ferry to the Presidio, but the city engineer advised that all the old track except 4.77 of a mile is in such a condition as to be useful provided it could be purchased at a reasonable price.

The North Point street extension to the Union street line will be routed along Columbus avenue from Union street to North Point street, thence along North Point street to Van Ness avenue, where the tracks will be joined to the Van Ness line. The extension will be 1.05 miles in length and have a maximum hourly capacity of 12,000 passengers.

Another extension of the Union street line which the supervisors recommended is the Steiner street railway, from Union street to Steiner street and thence to Chestnut street, a distance of .531 of a mile. This will enable cars from the proposed Broadway tunnel or Van Ness avenue to be deflected to the tracks of the Ferry and Presidio railway and thence over the extension to the main gates of the exposition.

CHESTNUT STREET NECESSARY

Advising as to the necessity of the Chestnut street line, Engineer O'Shaughnessy said it is absolutely necessary in order to provide transportation which can in any sense be considered adequate.

The railway will traverse Chestnut street from Van Ness avenue to Divisadero street, a distance of one mile. During the day time cars will be operated from Van Ness avenue and from the ferry to deliver passengers near the main gateway of the fair. In the evening cars can be operated from Van Ness avenue and Fillmore street to provide transportation to persons leaving the concessions and desiring to reach the Richmond District.

The Church street line will extend from Twelfth and Market streets to Thirtieth and Church and will be 2.45 miles in length, tapping the heavily settled Noe Valley district. The city engineer is now making a study of the best means of overcoming the steep grades in Church street between Eighteenth and Twenty-second. A short diversion at Mission park and a tunnel through private property were suggested by Arnold, but the city engineer's objections to that is that it would injure Mission park.

FRANCHISE HAS EXPIRED

The franchise of the California street line from First avenue to Thirty-third expired more than a year ago, but cars have been allowed to run because of the accommodation to residents along the line. It is this portion of the road which the city proposes to take over and reconstruct, the total cost, including equipment, being \$500,000.

Members of the transportation committee of the Panama-Pacific exposition called upon Mayor Rolph in the forenoon and asked his support of the bill now pending before the state legislature which will permit of the holding of another charter amendment election on the proposition of indeterminate franchises.

This amendment will open the way for the extension of the United Railroads' system or construction of street railways by other private capital and obviate the charter conditions which the United Railroads contends are prohibitive of investment.

Mayor Rolph explained to the exposition representatives that the public utilities committee have recommended the building of municipal lines and that in his opinion the plan should solve the transportation difficulties. The committee, consisting of John S. Drum, Marshal Hale, Rudolph Tausic and Joseph S. Tobin, was apparently satisfied that the steps being taken by the administration will relieve the situation.

CAPTAIN THOS. ODOCK, HEAD OF KORIE BAND



OLDFIELD DENIES HE KNOWS ABOUT SLAVERY

Bixby Appears in Grand Jury Room, Where Probe Is Begun

(Special Dispatch to The Call) LOS ANGELES, April 28.—George H. Bixby, Long Beach millionaire banker, the search for whom in connection with the probe of the grand jury into the white slave traffic attracted wide attention, appeared in the grand jury room of the courthouse this morning. He will appear again at 10 o'clock tomorrow morning, the grand jury not being ready to hear him today. The grand jury late today began probing into the financial affairs of Mrs. Joste Rosenberg, who conducted the Jougou apartments. Samuel S. Parsons, auditor of the Citizens National bank, and C. R. Bell, secretary of the All Night and Day bank, were questioned about amounts of money said to have been deposited by Mrs. Rosenberg.

WILL TAKE TO COURT

He was taken to Justice Reeve's court in company with William Lacasse, who was arrested at the apartments of Mrs. Paul Engstrom on a charge of similar nature, also made by Miss Quick. In default of \$5,000 bail each they were locked up. Barney Oldfield, automobile racer, appeared and asked the cause of a rumor that he was sought. He said he had come to the courthouse voluntarily. Oldfield then visited the police station, asking for Chief Sebastian. "I want to know why they are using my name in this affair," said Oldfield. "The last time I saw Lacasse that could be mentioned in this case was about a month and a half ago," he added.

NATIVE SHARING ISH'S QUARTERS

Indian Chief Visiting City in Interest of Education of Race

Captain Thomas Odock, chief of the Korie band of Indians, living on a rancharia about six miles out of Colusa, is visiting San Francisco. He is staying at the Affiliated colleges of the University of California and is sharing the quarters of Ishl, the famous last survivor of the Deer Creek tribe of Indians, who has made his home at the Affiliated colleges for more than a year.

Captain Odock came to San Francisco in company with Rev. Frederick G. Collett and his wife, Rev. Mrs. Beryl Bishop Collett, field secretaries of the Indian board of co-operation, in the course of a lecture tour up and down the state. The captain has been an invaluable aid to the Colletts in their work of establishing Indian schools in this state. At each of their lectures he speaks a few words in his terse, laconic Indian fashion in behalf of the people, and sings Indian war songs attired in his native costume.

During their stay in the bay cities Mr. and Mrs. Collett will give stereopticon lectures as follows: Tomorrow evening at the First Presbyterian church, Alameda; Friday evening at the Plymouth Congregational church of Oakland; Sunday evening at the First and Presbyterian church of this city; Wednesday evening of next week at a union service of the churches of Palo Alto, and on Tuesday evening of next week at the First Congregational church of this city.

These lectures are being given in behalf of the 20,000 Indians of California, half of whom have been untouched by any civilizing influence. Of 4,000 Indian children of school age, about 3,000 are without any school privileges whatever, and the Indian board of co-operation, composed of representatives of the leading organizations of the state, with Dr. David Starr Jordan as its honorary president, and Edward Hyatt, state superintendent of schools, on its advisory committee, has attacked the problem of gaining the needed school privileges for these Indian lads and lasses. Where does Captain Odock come in? Just here: Mr. and Mrs. Collett were at Mount Hermon, Cal., resting after strenuous work in a training school in New York, when he went to them and begged them to give his people a school, adding that he had built a schoolhouse and then the lady who had promised to teach in it "flew the coop."

POLO STARS AS FIREMEN

(Special Dispatch to The Call) HILLSBOROUGH, April 28.—Several polo players will be called upon to act as firemen to morrow afternoon when a new auto chemical engine is tested by the board of trustees. Walter Hobart will act as chief of the fire department, while Harry C. Hastings will likely be pressed into service as chauffeur. Felton Elkins, Robin Hayne and Christian de Guigne Jr. will make up the rest of the band. There have been so many costly fires in the millionaire section that the acquisition of an auto chemical was deemed necessary.

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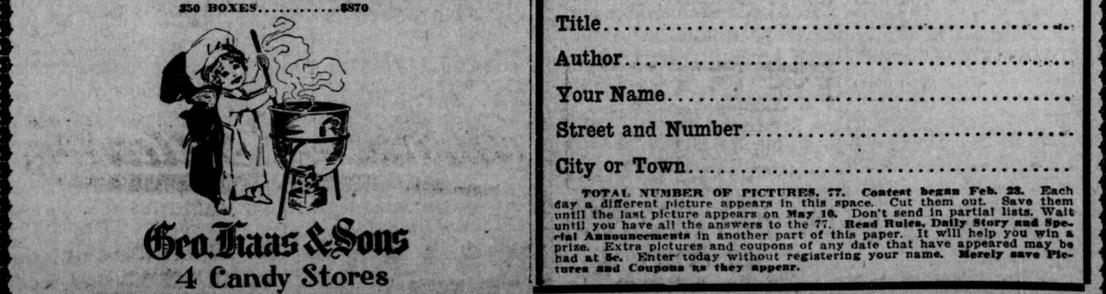
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