

CALIFORNIANS IN NEW YORK.

Dorothy Q's Gossip About People Who Are Well Known Here.

Kate Douglas Wiggin May Go Abroad in a Yacht—Fred Emerson Brooks Becomes a Favorite—Mrs. Elna S. Poulson.

Special to THE SUNDAY CALL.

NEW YORK, June 22, 1891.

Editor Sunday Call: Just picture it—an immense room 90 by 60 feet without a pillar to get in the way of your eye and ear the charm of a full look at the floor of polished oak and the handsome ceiling of nut-bro wains, enriched with heavy bands of gold. The wainscoting of bird's-eye maple six feet high contrasts with most telling effect with the Lincoln Wallon above it. The fringe of tapestry effect, picturing key scenes of rural pleasuring, is wonderfully appropriate for this particular room—which is "hall-room" when the \$15,000 orchestra swells out the inspiring measures of dance music, and the gay world in full dress throngs about to happy tunes; and it is a "dining-room" during the race meetings, for it is in the handsome five-story villa-like club-house just completed at Morris Park, where you know is one of the most and the best race-tracks in America. The private reception-rooms for ladies are all attractive, but one papered with a Japanese material of silk and linen, of rich, creamy ground, decorated with great misty-looking pink roses and panelled with split bamboo silk, giving the effect of screens above the light, high wainscoting, is the most pleasing of all. The rich, airy furniture and furnishings, dainty, artistic and elegant, give the room a wholly delightful and enchanting feminine personal. (A room can be said to have a personality, can't it? Let's have it so, anyway, from this time henceforth.)

The forty-two bed-rooms, spacious and cheery, with polished floors, handsome rugs, hanging beds, and the private dressing-rooms attached to many—all of which rooms can be made into one long, long hall—suggested, as satisfying as sleep when you're sleepy and can blissfully slumber, and ease as wholly delightful as luxuriant tastes and wealth can make it.

The entrance to the building is through a portico, which opens into immense halls, charmingly decorated—the rich, dusky wood-paneled walls, the high ceilings, the most color-gratifying way with the soft blue-silvered tints of the inner hallway, which lead to the ball-rooms, and the private parlors, the full length of the house, and it affords a most enjoyable place to while the hours away looking at the thronged tracks just in front, within easy view.

able, is enchanting the music-lovers in New York nightly at the Madison Square Gardens.

What's more restful and care-taking than a finely organized band? Miss Ella Klein, a marvellously clear-voiced, pleasing soprano, divides the honors with little stouky contralto-like Gullie—she, who played the heroic or leading part, who played the plucky part, with the beautiful Sybil Sanderson, in her own love affair. He is a delightful New York and she is capturing Paris, now.

Kate Douglas Wiggin and Miss Nora Smith arrived in New York some days ago. Mrs. Wiggin may go abroad again in an ideally romantic way—in a yacht—and visit Russia and many points of interest out of the conventional route. She is interviewing her publishers—and although I haven't any right to put it into your minds—I'll just say that perhaps—only perhaps, mind you—there may be another charming book launched out on the literary currents of the world.

Miss Nora Smith—loyal kindergarten teacher that she is, is shortly interested in New York kindergarten—I was going to say, but the lack of time, I must add truthfully. She said: "I went down in Cherry street, and I'll tell you, I must start there, or I'll sleep up and go to work." Perhaps you don't know what Cherry street is like. Well, I won't offend your curiosity or excite your imagination by telling you. Just imagine a resolutely dirty—desolate morally—menagerie quarter, you can readily picture what Miss Smith might do. Good work if San Francisco could spare her.

The "400's" guest. Mrs. Lella Ellis is being sumptuously entertained by members of "the 400" and scored a success the other evening at the home of Mrs. Dunlap Hookins, by reading "The Foundling," by John Vanvoise Cheney, with such exquisite interpretation that she brought tears to the eyes of a New York society man. It is a tradition, you know, that nothing surprises or affects a New York man. Mrs. Ellis gave a most successful and tenderly expressed by Mrs. Cheney and so naturally and feelingly interpreted by Mrs. Ellis her "masochite," and perhaps some of you will enjoy knowing why. The very first one she met in New York was Elizabeth Bisland did was the writing of a description of the very first public entertainment Mrs. Ellis gave. She had never met, but the bit of description was so gracefully told, it received the merited praise from Mrs. Ellis, who warmly encouraged the beginner in her arduous career. Then when Elizabeth Bisland came to New York comparatively unknown—perhaps entirely unknown—Mrs. Ellis and she, "before my trouble," as Mrs. Marie Blaine says with her lovely eyes filled with tears. With her sad expression, Mrs. Ellis said, "before my trouble," as Mrs. Marie Blaine says with her lovely eyes filled with tears. With her sad expression, Mrs. Ellis said, "before my trouble," as Mrs. Marie Blaine says with her lovely eyes filled with tears.

Mrs. Margaret Craven arrived a week ago. She has had some fine offers for her play and her friends may soon be able to see and hear it in public. Mrs. Craven will leave for San Francisco early in July.

Suppose you heard Mr. Percy W. Roberts become a happy beneficent not long ago? If you have not, I will tell you now, so your beneficence may attend his fair bride and himself.

Mr. Will Forbes is enjoying London, but is not in danger of becoming an Anglo-maniac. Come to think of it—very few Californians do try to be English dudes. And the weather? Yes, it has been ghastly hot. People felt like singing "In this heat by and by I shall melt on this beautiful shore!"

We were all like Mansfield the night Irving heard and saw him for the first time in England. The great English actor went into the dressing-room of the dandy, gentlemanly Mansfield, and remarked to him, "You sweat!" Mansfield said, "Yes, this emotional business, you know. You know?" "I see, I see," said Irving, "it makes you sweat." The charming Beau Brummel of the stage fished deftly for a compliment, and Irving gave it not. At dinner, after the performance, there was a "goodie company," and the host said to Irving, "Mr. Irving, you've met Mr. Mansfield?" "Yes, yes," said Irving, "with an immitable side-glance at Mansfield, 'the sweat!'" Wasn't that crushing? So was the weather here last week. DOROTHY Q.

CITIZEN FORSYTH.

He Has Been Such for Some Forty-eight Hours.

William Forsyth, Commissioner from California to the World's Fair, and recently appointed Chief of the Horticultural Bureau, is at last a citizen of the United States. He was made so on Thursday by Judge Trout in the Superior Court of this city and county, with Lyman C. Parke, J. S. Wood and W. J. Wisley as witnesses. He stated under oath that he came to this country from Canada while a minor, and for that reason intention papers were not necessary. As he has now been serving as a member of the National Commission for more than one year, it is claimed that all his acts in that capacity were legal, and well-informed lawyers claim that his position becomes vacant. In that event he will be succeeded by Russ D. Stevens of Sacramento, who was named as Forsyth's alternate.

TRACK AND FIELD SPORTS.

A Large Crowd Present at the Olympic Club Games.

Good Handicapping Results in Close Finishes in the Running Events—Spirited Boxing Between Two Clever Amateurs.

It has been regarded as a coincidence by the Olympic Club that its invitation field days have invariably been pleasant and agreeable. Owing to the beautiful weather which has been paying Frisco a visit during the past few days the concourse of pleasure-seekers that witnessed the club's games yesterday retired thoroughly pleased and satisfied with the sport.

About 2000 ladies and gentlemen occupied seats in the grand stand, and it was noticed that whenever any good performance was announced the applause was most hearty. The games were started about 2 o'clock, and owing to the excellent manner in which they were carried out the last event was finished about 5 o'clock, thereby giving the spectators ample opportunity to reach their homes in good season for dinner.

The handicapping was excellent, and reflected much credit on the very gentleman who was delegated to that very thankless office. The following was the order of events:

ORDER OF EVENTS.
100-yard run—First heat: A. S. Henderson, scratch; W. H. Toomy, 9 yards; A. Mahoney, 5 yards. Winner, Henderson. Time, 10.45. Twenty second.

Second heat—C. A. Jellinek, 3 yards; G. W. Armstrong, 5 yards; C. M. Yates Jr., 8 yards; A. Hoffman, 9 yards. Winner, Hoffman. Time, 10.25. Yates second.

Third heat—Out of five entries C. R. Morse was the only one who came to the scratch. He ran from the 7-yard mark in 11 seconds.

Trial heat for second men, winner to run in final heat—Starters: Yates, 8 yards; Toomy, 9 yards. Winner, Yates. Time, 10.45 seconds.

In the final heat Henderson, Morse and Hoffman started. Winner, Henderson. Time, 10.25 seconds.

80-yard race—Starters: P. D. Skillman and M. L. Espinosa, scratch; R. C. Slaters, 60 yards; Y. J. Lindquist, 60 yards; Espinosa winner, Slaters second. Time, 2 minutes 6 1/2 seconds.

120-yard hurdle race—Starters: F. F. Foster and A. Keller; Ketter, F. F. Foster, 17 1/2 seconds.

440-yard run—A. Mahoney, scratch; G. W. Armstrong, 11 yards; W. H. Toomy, 12 yards; Y. J. Lindquist, 12 yards; Yates winner, Toomy second. Time, 5 1/2 seconds.

220-yard hurdle race—Starters: F. F. Foster and A. Keller; Ketter, winner. Time, 21.5 seconds.

STARTERS IN THE FLAT RACE.
220-yard flat race—Starters: A. S. Henderson, scratch; M. L. Espinosa, 12 yards; G. W. Armstrong, 18 yards; J. C. Slaters, 14 yards; A. Mahoney, 8 yards. Winner, Henderson, by one foot from Armstrong, all others bunching at the finish. Time, 23.25 seconds.

ALONG THE RAIL.

Commencing Work on the Santa Margarita-Elwood Gap.

The projectors of the Coast line road have concluded their duties in the matter of inducing the Southern Pacific Company to close the gap between Santa Margarita and Elwood, and are quietly resting on their arms. E. E. Jack, a member of the Extension Committee, was in this city recently, and in an interview with Vice-President Craker was assured that the company would commence construction as soon as right-of-way matters could be settled, which, according to the files of the papers, are not difficult or liable to cause any long continued delay. Subscriptions amounting to about \$50,000 have been collected, and two or three condemnation suits necessary to complete the gap in the right-of-way route are all that stand in the way of immediate work.

Of the outlook at present a San Luis Obispo paper of recent date says: The Railroad Committee has at last reached a point where it is compelled to take an enforced rest. The number of missing parcels of right of way has been reduced to eighteen, and there are half a dozen of these that might possibly be secured in a few months more of persistent correspondence, the committee promises to waste no more effort in that direction. Carefully prepared maps of each parcel, with an abstract of title, will be sent to the Southern Pacific Company, and it is understood that the department is at work preparing the complaints for condemnation, and very shortly this community will have the pleasure of seeing the files of the papers in our Superior Court in all these cases.

The joint agency scheme is again being discussed among Eastern managers. It has had a rest of several months, but crops up again with fresh recommendations, and far-sighted railroad men here think that six months will see an agency of this character fairly under way in San Francisco. The Wall-street News, commenting on this project, says: Progress in this direction will be very slow, for no company will consent to an agreement of this kind until the assurance of fair treatment are made doubly strong. Every one knows that no two companies have equal facilities, and the weaker will not hesitate to submit their chances for business to an organization in which they are the weakest members, or to permit their business to be handled by a joint agency, whose loyalty must necessarily be most pronounced when the business of the department is at work preparing the complaints for condemnation, and very shortly this community will have the pleasure of seeing the files of the papers in our Superior Court in all these cases.

Following are the offices on this Coast which will rank as first-class after Wednesday next:

City	Salary	Receipts for Year
San Francisco	\$8,000	\$101,944
Oakland	3,000	80,377
San Jose	3,000	73,071
San Diego	3,000	46,693
Portland	3,000	42,185
Seattle	3,000	36,643
Spokane	3,000	24,814
Tacoma	3,000	24,814
Salt Lake City	3,000	19,754

Eureka Valley Improvement.
The Seventeenth street and Park Lane Tract Improvement Club has resolved to elect the Board of Supervisors for three electric lights in Eureka Valley. It has elected the following officers: President, M. V. Stone; First Vice-President, Charles Edelman; Second Vice-President, Behrend Jost; Secretary and Treasurer, James Whitaker; Sergeant-at-Arms, T. J. Kirby. Delegates to the Federated Improvement Club—J. W. Lutgens, M. L. Weeks, M. V. Stone, Charles Edelman and George H. Haynor.

Retired From Public Life.
Daniel O'Connor, convicted of robbery, was sentenced to five years' imprisonment in San Quentin by Judge Murphy yesterday. Thomas Gane, pickpocket, was given ten years in Folsom.

Hall Friends Not Giddy.
Dr. S. H. Hall was arraigned before Judge Murphy yesterday on the charge of murder and pleaded not guilty. The case will be called to-morrow to be set.

ITEMS FROM SEA AND SHORE.

Sale of the Wreck of the Palestine for \$50 to Whitelaw.

A Lightship Will Be Moored Near Her To-day—The McDowell Damaged in a Collision—Movements and Charters.

At the Merchants' Exchange yesterday afternoon, Captain T. P. H. Whitelaw bought for \$50 all that is left of the wrecked ship Palestine. Not more than fifty merchants and captains were present when the sale was made, and Captain Whitelaw was the only bidder. In response to a question put by a CALL reporter, the Captain said he was ready to go to work at once, in fact, one of his vessels had been lying close to the wreck all night. Raising the wrecked ship is out of the question, and all he could do would be to save what he can from the wreck. It is the duty of the United States Government to remove the wreck, as she lies in the channel and is a constant danger to navigation. The only way this can be done is by blowing her up, and no doubt this work will be entrusted to Whitelaw, who will save all he can at the same time. The anchors and chains are to be recovered, and, if nothing else is saved, these alone will pay a handsome profit on the money invested. The cargo of coal was not sold with the ship, but it is doubtful whether much of it will be saved.

MOORING A LIGHTSHIP.
A temporary lightship will be moored to-day 100 yards west of the wreck, and will be schooner rigged with the word "wreck" painted on both sides in white letters. A white light will be shown from each masthead from sundown to sunrise until further notice. During thick or foggy weather, a bell will be sounded for five seconds at intervals of two minutes. The wreck was freely discussed by seafaring men as the boat reached this city yesterday morning. Most of the pilots in port were very non-committal.

The weather yesterday will be made, and the friends of Captain McCartney are confident that he will be acquitted of all blame in the matter.

NOT MADE FOR HARD WORK.
The California Transportation Company has more trouble on its hands. On Thursday the entire crew of the steamer City of Stockton quit work, owing to the excessively hard work. Their places were filled with men picked up along the front, but the new crew did not last long, as one trip was sufficient to convince the toughest of them that the former crew had cause for complaint. As soon as the boat reached this city yesterday morning the men quit work and were paid off. Some trouble was experienced to find men to start on a tour of three days, making the circuit of Oregon, Washington, Idaho, Utah, Colorado, New Mexico and Texas, returning by way of Arizona and Southern California. There is limited space in the car still to be had by application either to the manager on the car or to the Lead Grove Company, 522 Market street.

Never Has Been a Public Street.
City and County Attorney Dunst has advised the Supervisors to grant Catherine Mahoney's petition to close Lily avenue, in the block bounded by Webster, Fillmore, Page and Oak streets, and expunge it from the official map, on the ground that there is nothing on record to show that it has ever been an open public street.

DAMAGED IN A COLLISION.
There was a collision at Washington street yesterday afternoon about 1:30 o'clock. The snow schooner Columbia was struck from Clay to Washington-street Wharf and ran into the Government steamer General McDowell. The schooner escaped unhurt, but the steamer had the after end of her bows smashed. It is stated that the credit of discovering

the new channel at the entrance to Humboldt Bay belong to Pine Grove, but he having made the soundings three days before the Humboldt passed out through the channel.

Captain Allan will go out in command of the steamer Crescent City in place of Captain Calhoun, who has resigned.

ARRIVALS AND DEPARTURES.
The arrivals yesterday were the German steamer Renuis from Nansimo, with 4100 tons of coal for John Rosenfeld's Sons; the Alexander Duncan from San Diego, with 467 sleep; Crescent City from San Diego; Willmette Valley from Yaguina Bay; Selma from Bridgeport, with a load of tea, and the Newberry from Cayucas, in ballast; also the schooners Emma Ulter, Big River, C. H. Morehead, and the Annetta from coast ports, with lumber.

The following-named vessels went to sea: Steamers Pomona for San Diego, City of Puebla for Victoria, Hayston Republic for Port Angeles, and the steamer Whitesboro; the ship Robert L. Bellknop towed to sea, bound to Havre; the barkentine Lam O'Shanter for Tacoma, and the schooners Lila and Mattie for Albin and the Puritan for Calico via Noyo.

MOVEMENTS OF VESSELS.
The movements yesterday were the bark McNear from Long Bridge to the gas works, Masie from the rolling-mills to the hay wharf, barkentine Discovery from the refinery to Mission Wharf I, and the brig Sea in Oregon to the sea-wall to the Merchants' Dry-dock.

To-day the sea-w. J. Fuller will dock at Fremont street, and the steamer Willmette Valley to Little Main for repairs, the C. D. Bryant to the sugar refinery and the Alaska will tow to sea.

CHARTERS REPORTED.
Among the charters reported yesterday are these: Ship W. A. Campbell, 1538 tons, lumber from Puget Sound to Lique for orders, 22 7/8; chartered by Renton, Holmes & Co. Ship Ericsson, 1268 tons, coal from Nansimo to San Francisco, option of San Pedro; chartered by John Rosenfeld's Sons. Barkentine S. G. Wilder, 770 tons, returns to Honolulu in the Hawaiian Line.

Life-Saving Stations.
In a few days will be let the contracts for the new life-saving service station, three and a half miles south of the Cliff House. It will be a beach station for eight men and will be built on land leased until 1907 of the Spring Valley Water Company for \$1 a year. With this station, the new one at the mouth of the Empqua River, and one at the mouth of the Coquille River, this coast will have thirteen, as follows:

In California—At Point San Pedro, or South of the Empqua River, Fort Point, Point Reyes, Humboldt Bay—5.

In Washington—At Cape Disappointment, Ilwaco Beach, Seaside Water Bay, Neck Bay.

OVER THE EXTENDED LINE.
California-Street Cars Are Now Running to Market.
The California-street cable cars are now running from Alameda and Central avenue to the intersection of Market and California streets. On Thursday the new cable was placed in position and yesterday morning cars began making regular trips over the extended line. As the eastern terminus is now within two blocks of the ferry it is expected that there will soon be a great increase in travel over the line.

The majority of the cars in use on the road are the combination dummy and the closed car. It is only a few weeks since ground was broken on California street for the extension of the cable, but so rapidly was the work done that the extension was completed two days before it was expected to be finished.

The wheel grips on the Presidio and Ferries Cable Railway on Union street closed last afternoon and the new Wigwam are used on the Ferries and Cliff House line.

Temperance Meeting.
The Woman's Christian Temperance Union, assisted by the Good Templars of the city, will hold a temperance service at 3 o'clock this afternoon at the new Wigwam at the corner of Eddy and Jones streets. The meeting will be addressed by Rev. G. N. Ballantine and Rev. Dr. John Lawson.

Ex-Coroner Eaton All Right.
Ex-Coroner Eaton has not committed suicide and the telegraphic dispatches from Portland, Oregon, to that effect are incorrect. Eaton is now in Mulian, Idaho, and intends soon to go to Texas.