A SOUTHERN BOOM

Dawn of a New Era in the Potrero.

EXTENSIVE IMPROVEMENTS.

How the Railroad Company Has Been Maturing Its Plans.

TO GOBBLE UP MISSION BAY.

Other Projects in View for the Development of the Country South of San Mateo.

The extensive improvements in the southern sections of the city spoken of commonly as the Potrero and South San Francisco have attracted a great deal of attention from residents in those districts and from parties interested in manufacturing enterprises and real estate calculated to be benefited by the improvements now in progress.

For some weeks past an unusually large force of men and teams have been at work on Kentucky street and Railroad avenue, its extension in South San Francisco. At times fully 500 men have been at work. The electric railroad track is being laid as fast as the street improvement will permit and the road will probably be in operation early in January.

Army street, which for years has been a street only in name, has been filled in from the San Bruno road across to Kentucky street, and is now traversed twice a day by many hundreds of the employes of the great manufacturing enterprises on the Potrero, such as the sugar refinery, the rope walk, the gas works, the rolling-mills, the iron ship building yards of Irving M. Scott, the barrel factory and the many lesser enterprises adjunctive to those named.

On Sunday crowds of sightseers look upon the works now in progress which were promised twenty-five years ago and have been held in anxious anticipation ever since.

Along Army street for some distance track has been laid for an electric railroad which is to connect with the Kentucky-street road, so that the employes of the manufacturers whose plants are located on the Potrero may have quick communication between their homes and places of employment. It need hardly be said that they appreciate the importance of these improvements. Many of them live in the Mission, and up to the present time have been compelled to make the trip from the Potrero in Kentucky street, up Fourth or Fifth to Market, changing cars twice and then out Market or Castro street to their homes. A trip of an hour or more in duration has been necessary, but now the distance even under existing conditions has been reduced to half that time. With electric cars in operation the mechanics and laborers will be enabled to reach their work in fifteen minutes.

But by far the most interesting feature in the situation is the underlying influence which has impelled these improvements. The railroad company, as is well known, has long had in contemplation the abandonment of the route over the Mission hills and the construction of a road down the bay shore.

The street improvements now in progress and promised for the Potrero have been encouraged when not actually suggested by the railroad company for its own private ends. The big tract of land in Mission Bay, which they own and which is gradually being filled in, will soon be in a condition for leveling for the construction of freight yards, repair shops and other terminal facilities. They have purchased quietly a right of way across the Potrero and the marsh beyond to South San Francisco. The tier of blocks between Iowa street and Pennsylvania avenue has been bought. This purchase gives the company an indefeasible right of way into the city and to the very center of the tract of many acres extent in Mission Bay, which is now being made available for railroad uses.

Further south, in San Mateo County, sections of work have been completed on this right of way. It is said that depots will be established along the route between this city and the bay shore town of South San Francisco in San Mateo County, one in Visitacion Valley and one in the valley this side, in the vicinity of the old Bay View racecourse, the ruins of which still mark the scene of many a gala event in the earlier history of the turf.

The surveyors for another railroad, the Oceanside enterprise, have again been in the field, and it is said that work on the road up the coast from Pescadero, which crosses the county line south of St. Mary's College and follows down through that valley, across the San Bruno road and into a terminus in the vicinity of Nebraska and Army streets, will be commenced early in next year. The main office of the company at present is in New York City.

When the project was first under consideration some difficulty was experienced in getting capital enlisted, and the financial pinch delayed the work. Tons of rails have been held in this city in bond for over a year for this road. The recent tariff modifications have relieved the enterprise to a great extent by the reduction in the duty on railroad iron, and some discoveries of petroleum in the vicinity of Pescadero promise to furnish a profitable freight for the road.

An electric road to replace the horsecar line along the San Bruno road is another enterprise for the southern section which is to be taken up immediately and carried forward in conjunction with the extensive improvements now in progress.

The Pescadero road has purchased several blocks of land in the vicinity of Nebraska and Army streets, not far from the City and County Hospital site.

Several hundred thousand dollars have already been expended in these improvements and a vast additional sum will be laid out before these works are completed. It seems to be the general feeling among residents in the southern section of the city that its era of prosperity has dawned and that quick time will be the order of progress there for some time to come.

AT OCEAN VIEW.

Good Day's Sport With Hare and Hounds.

The sixteen-dog stake which was run off at Ocean View Park yesterday was a big success.

Indeed the work done in five or six of the courses could not have been much better, at all events, in an inclosed field. The courses in the first round that elicited applause from the crowd were those between T. Hayes' Occidental and H. Hull's Captain Morse, H. Hull's Mystic and S. A. Cumming's Bonnie Lass.

In the second round Occidental and Frisco Boy had a very nice set-to, as did Archie Mand's Barney G. In the same round Bonnie Lass and Rustic Maid had a very sharp spin.

In the third round Occidental and Archie M had a pretty run, but it evidently was the latter dog's "Sunday out," and he floored his opponent and the talent that backed him as well.

The final tussle was between Marvelous and Occidental, and as Marvelous had won each of his first three courses in a canter he was looked upon as the very best of goods for the final, and the talent played him strong at 2½ to 1½. Occidental, however, upset the pot by winning the course in a dashing style, making his friends feel so happy that they all cried out, "Why was he not sent to Merced?"

The following is the summary of the running:

T. Hayes' Occidental beat H. Hull's Captain Morse, H. Hull's Frisco Boy beat J. Gibbons' Black Jack, T. Hayes' Barney F beat J. Dean's White Rustic, W. Creamer's Archie M beat J. Dean's Castaway, J. Dean's Rustic Maid beat R. Burfiend's Diggs, T. A. Cummings' Bonnie Lass beat H. Hull's Mystic, R. Burfiend's Tricks beat W. Kelter's Bismarck, J. Cranstand's Marvelous beat T. O'Brien's Lamplighter.

Second round—Occidental beat Frisco Boy, Archie M beat Barney F, Bonnie Lass beat Rustic Maid, Marvelous beat Tricks.

Third round—Occidental beat Archie M, Marvelous beat Bonnie Lass.

Final round—Occidental beat Marvelous and won the stakes—$12, Marvelous took $8, and Archie M and Bonnie Lass $5 each.

W. Flynn judged and James Grace did the slipping. Each of the gentlemen gave thorough satisfaction.

There will be a big meeting on Thanksgiving day, and as nearly all, if not all, the crack dogs of this section of the State will enter it is certain that the stake will take two days to run off. Nominations must be in on Tuesday evening. The entry for each dog is fixed at $5.

So successful is Mr. Kerrigan's management of the park that there are no less than three big meetings now fixed to take place there between now and the 20th of December.

IT IS DONNELLY.

And the Other Man's Name Is Dennis.

Final Game for the Amateur Handball Championship of the Pacific Coast.

The deciding game in the handball tournament for the amateur championship of the Pacific Coast between Patrick T. Donnelly and Dennis Daly, champion of Oakland, attracted a large number of admirers of the sport to the Occidental Court yesterday afternoon.

Donnelly appeared to have quite recovered from his illness and played a masterly game. His judgment was perfect and in every respect he again proved that he stands among the foremost players in the United States and worthily bears the honor of amateur champion of the coast.

Daly played a plucky game, but it was easily seen that he was no match for his antagonist. He deserves credit, however, for doing his level best to make his defeat an honorable one. The score at the finish stood: Donnelly 51, Daly 17. Donnelly received an ovation and was warmly congratulated by his friends.

Another exciting game at the Occidental was between Champion Jones and J. C. Nealon and Al Hampton. The two latter played to win, but Jones managed to score the fifth and deciding game.

At the San Francisco court several closely contested games were played. One of the best was between Austin Hendry and R. Linehan on the one side and J. Harlow and J. Hausman on the other side, the former team winning after an exciting struggle.

The Union court had its usual supply of patrons and the play was interesting. A rattling game was played between M. J. Dillon and J. Nelson and J. Harlow and J. J. Dillon, the two former winning the best two out of three games by the narrowest majorities.

Next Wednesday night the final game in the tournament for the championship in the third class between Al Collins and T. J. Curley will be played at the Occidental, and Champion Riordan and J. Harlow will play Champion Donnelly and J. C. Nealon, which will be a game well worth seeing.

Following were the games played at the San Francisco court yesterday:

Tom Ryan and W. Stanbury defeated J. Collins and F. Prince by the following score: 15—10, 13—15, 15—8.

M. McDonald and R. Shields defeated P. Barrett and J. McInerney by the following score: 15—6, 10—15, 15—11.

W. Stanbury and T. Ryan defeated J. Brown and P. Barry by the following score: 15—10, 12—15, 15—9.

J. Hicks and A. Pelididier defeated J. Heffernan and J. Carroll by the following score: 15—13, 12—15, 15—7.

W. Ryan and J. Quinlan defeated F. Butterfield and Joe Harris by the following score: 15—9, 11—15, 15—6.

Austin Hendry and R. Linehan defeated J. Harlow and J. Hausman by the following score: 21—12, 16—21, 21—19.

J. Hausman and M. McEvely defeated W. Williams and R. Shea by the following score: 15—6, 10—15, 15—13.

R. Shea and J. Hausman defeated W. Williams and M. McEvely by the following score: 21—12, 16—21, 21—19.

The Occidental court was crowded with spectators yesterday afternoon to witness some very close games.

G. Sterling defeated C. Perry. Score: 21—18, 17—21, 21—20.

F. Cornyn defeated Mat Daly. 21—14, 17—21, 21—11.

A. Collins and T. Clements defeated J. Shaw and Ben Clements. 21—18, 14—21, 21—19.

J. Shaw and Ben Clements defeated A. Collins and T. Clements. 21—14, 17—21, 21—10.

Then came the great game for the amateur championship and the first-class medal between Pat T. Donnelly and Dennis Daly. Donnelly won easily with the following score: Donnelly 51, Daly 17.

Al Collins and F. Conyn defeated T. Clements and L. Kenny. Score: 21—14, 18—21, 21—7.

J. Purcell played L. Kenny and M. Dolan, but was defeated. Score: 21—17, 14—21, 16—21.

Then came the final game of the day, J. Jones, the Australian, against J. C. Nealon and Al Hampton of the Olympic Club. Jones won by the following score:

Jones	19	21	21	11	21
Nealon and Hampton	21	9	15	21	14

Next Wednesday will be ladies' night, when there will be a good programme. Al Collins and T. J. Curley will play the final game for the third-class championship, and J. Riordan, the coast champion, and J. Harlow will play P. T. Donnelly, the amateur champion, and J. C. Nealon. The contest will be the best three games out of five.

At the Union court the following games were played:

J. McKenny and W. Hart defeated J. Hallinan and F. Fahen. Score: 21—17, 21—18.

J. Nelson defeated W. McManus and P. Barrett. Score: 21—17, 21—18.

Terry McManus defeated H. Betzner and Ed Naunery. Score: 21—17, 21—18.

Professor Lynch defeated T. Johnson. Score: 21—5, 21—9, 21—11.

M. I. Dillon and J. Nelson defeated R. Linehan and J. J. Dillon. Score: 21—20, 4—21, 21—19, 7—21, 21—20.

M. J. Dillon and J. Nelson defeated J. J. Dillon and J. Harlow. Score: 21—18, 21—20, 21—19.

Joaquin Miller

Says Picturesque California, edited by John Muir, is one of the most splendid publications ever issued. It is a work that describes our matchless and magnificent State as none other did.

This grand series is now practically presented to CALL readers; 10 cents and one coupon secures each part. Don't delay. Secure it for yourself. Send it to your friends abroad. CALL Branch Office, 710 Market street.

War chariots appeared for the last time during the Persian invasion of Greece.

CHRISTMAS cards, books, souvenirs and novelties now ready to mail to Eastern friends. Sanborn, Vail & Co.

STRUCK RICH ORE.

Mining for Gold in San Rafael.

SPUR OF THE JESSUP LODE.

It Was Found on Mr. Kaufman's City Lots.

A COMPANY TO BE ORGANIZED.

Amateur Miners Working All Over the Hills for the Yellow Metal.

"Yes; there's a big lot of fellows working over there," said Uncle Hanks, the veteran driver of San Rafael, in answer to inquiries made by two mining experts, yesterday, as they were about to take one of his vehicles.

"Well, what are they getting?" asked one of the gentlemen.

"Don't know, sir; go over and see for yourself."

One expert happened to be Thomas A. Hill, who is the author of several works on mining and has paid especial attention to quartz mining. The other was Fred Kaufman of this city, who owned the land upon which the lode has shown up richest.

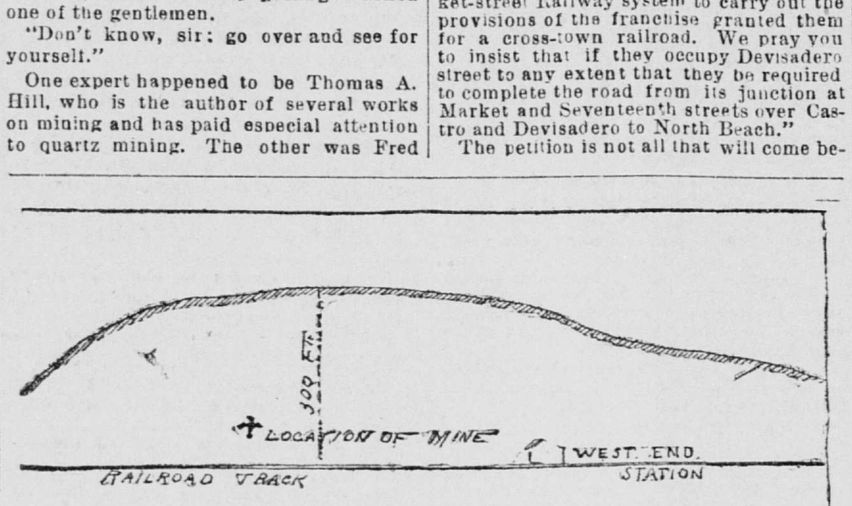

DIAGRAM SHOWING LOCATION OF THE GOLD DISCOVERY AT SAN RAFAEL.

The latter was told of the existence of a lead of "rotten" gold-bearing quartz by old Tim Reid, who some years ago lost trace of another lead just on the other side of the hill from where this crops out.

On arriving at the Westend station, San Rafael, it was discovered that a dozen men were, with pick and shovel, on the face of a hill, not more than 100 yards away from the station. Others were working on Kaufman's land, which is laid off into town lots about a half mile away, and where the discovery was made by Reid. Another party was found digging on the five-acre plat of H. F. Bruns, the proprietor of the Stock Brewery of this city and a well-known capitalist.

On the south side of the hill, or ridge, which runs along parallel with the railroad, lies the Jessup Tract of several hundred acres.

Twenty years ago gold-bearing quartz was struck there and a tunnel was started, but in a short time the prospect gave out in a "dip," or "spur," as mining men say, and the company did not have sufficient capital to carry on the work. The cropping on the north side of the hill is declared by experts to be a continuation of the old lode, and for that reason Kaufman will drive off the trespassers and organize a company to go to work right away.

In speaking of the matter yesterday he said:

"Yes, sir; I've got a good mine there I feel assured, and I will lose no time to get to work."

"What do you propose to do?" was inquired.

"Incorporate to-morrow, if I can. From my conversations with men of capital I know there will be no difficulty. I think I have Sheriff Harrison of Marin County and Major McCarthy of Marin County both interested, together with Treasurer George H. Zierenberg and William T. Sale on the other side, and on this side of the bay there is H. F. Bruns and Fred Levers, both capitalists of standing."

With this Mr. Kaufman, with great enthusiasm, exhibited a lot of quartz which he had brought over with him and showed an assay giving a yield of over $38 per ton.

Mr. Levers, who was in his company, was equally enthusiastic and has given orders to his assayer to test more of the rock. He proposes to have the test made as soon as it can be done.

The matter has been kept so quiet for the past five days that it is a matter of surprise to the interested parties how the knowledge of the find could have leaked out.

The name of the San Rafael Gold and Silver Mining Company has already been proposed and will probably be adopted.

An examination of the rock was made by half a dozen mining men during the day, and good reports came from each one.

"It is either a big thing or we're badly left," exclaimed Kaufman, in conclusion. "At any rate, we are going to put some of our money in a hole in the ground, win or lose. There will be 10,000 shares at a par value of $20 per share."

"Now that the matter is to be given notoriety, I am afraid there will be fellows over there digging under my house, barn and everywhere else, making a general nuisance of themselves," remarked one of the interested parties, with regret.

MUNICIPAL GOVERNMENT.

A Subject Ably Debated by Young Christian Men.

The Y. M. C. A. Literary and Debating Society opened Saturday evening's session with the usual one-minute speeches, which were followed by an essay on "The Choice and Use of Books," by James Y. Jones.

The main discussion of the evening was then taken up, the subject being, "Is the Present System of Municipal Government in the United States Cumbersome, and Does it Fail to Meet the Requirements of the Age?"

The affirmative side was championed by Thomas McNaught, who argued that there is a feeling of unrest in many of our largest cities; that municipal and State elections should be separated, and that Supervisors should be elected by wards.

P. R. Lund, leader for the negative, argued that corruption in city politics was not due to the system, but to the men.

Mr. Farquarson argued that a position should be filled by no one whose ability was not of the highest order and that such should be encouraged to remain.

Mr. Sanborn scored the franchise system and compared it with the school system, to the great advantage of the latter.

Mr. Herrin favored making the salaries of our judges equal at least to a good private practice and raising the salaries of the Supervisors, etc., as that was the only way to insure honest service. He said also that the faces of many of the officers at many of the polling places were enough to condemn the present system of municipal government.

Mr. Hansen favored proportional representation in city affairs.

Mr. Kent remarked that if every voter had been compelled to deposit $5 before being allowed a vote in our last election the counting would have been an easy task; and yet that was about the average cost.

Others made telling arguments, and a division of the house resulted in favor of the affirmative.

On the evening of December 1 the society will discuss the "Influence of Ruskin on His Age" and have a parliamentary debate on the subject, "Does a Protective Tariff Benefit the Laboring Classes?" All are invited.

THEIR RIGHTS INVOLVED.

The Devisadero-Street Trouble Is Not Yet Over.

The property-owners and residents on Devisadero street are not going to let the Market-street Railway system ride over them rough-shod without making a struggle for their rights. Residents on Castro street, between Eighteenth and Ridley, have formulated a petition which they will present to the Supervisors to-day. The petition reads as follows:

"We, the undersigned citizens residing on and adjacent to Castro street, between Eighteenth and Ridley, hereby petition your honorable board to compel the Market-street Railway system to carry out the provisions of the franchise granted them for a cross-town railroad. We pray you to insist that if they occupy Devisadero street to any extent that they be required to complete the road from its junction at Market and Seventeenth streets over Castro and Devisadero to North Beach."

The petition is not all that will come before the Supervisors. The property-owners on the streets named will be represented in person and by counsel and a lively contest may be expected.

ENDED IN A TIE.

Exciting Game of Gaelic Football.

The Emmets and San Franciscos Make Sixteen Points Each at Central Park.

The Emmets and the San Franciscos played a great game of Gaelic football at Central Park yesterday afternoon. There was a good attendance and the wildest enthusiasm was aroused among the spectators.

The closeness of the game can be seen from the score, which was sixteen points each. The Parnells had an easy victory over the San Franciscos the previous Sunday, but the latter had evidently profited by experience and made things decidedly interesting for the Emmets.

At 3 o'clock the teams lined up as follows:

Emmets—F. Palmer (captain), J. Walsh (goal), F. Creede, J. O'Dowd, M. O'Dowd, P. Powers, J. Mallett, M. Daly, M. Ryan, D. Shugrne, D. Ward and T. Fitzgerald.

San Franciscos—A. McInerney (captain), J. McCarthy (goal), S. Walsh, J. Manning, T. Daly, J. R. Kelly, M. Lynch, M. Duane, W. Duane, P. Manning and J. Desmond.

The referee was J. Brown of the Parnells, whose decisions were never questioned.

Captain McInerney won the toss and elected to defend the north goal. The play started off with a vim, and the ball was kept traveling from goal to goal for several minutes without scoring, although more than once goals were lost purely through careless kicking.

J. O'Dowd of the Emmets scored the first point in the game, and this was quickly followed by a goal scored by M. Daly from a long straight kick. M. Lynch succeeded in scoring a point for the San Franciscos and just before half time was called the Brothers O'Dowd rushed the ball up to the San Franciscos' goal, and Mike with a swipe of his hand sent it through. This made two goals and a point for the Emmets and a point for the San Franciscos.

In the second half the San Franciscos assumed the offensive and rushed things so well that almost before the Emmets realized what was up M. Lynch scored two goals in quick succession. This tied the game and excited the greatest interest among the spectators.

Some rattling plays followed, both teams doing their level best to get ahead. Finally M. O'Dowd scored a goal for the Emmets and as it was nearing the time for the call off it was thought the game was practically won. But such was not the case. Captain McInerney called upon his men for a grand rally and they responded so well that he was able to kick the ball through goal, tieing the game for the second time just as the referee's whistle was heard.

Captain McInerney, Mr. Lynch and W. Duane particularly distinguished themselves for the San Franciscos and Captain Palmer, M. O'Dowd, J. O'Dowd and M. Daly did splendid work for the Emmets.

BESSEMER ON STEEL.

The Cost of Production Brought to a Very Low Figure.

Sir Henry Bessemer, in an article on the steel industry published in the Engineering Review, says that a third of a century ago Sheffield steel, made from the costly bar iron of Sweden, realized from $250 to $300 a ton. Now, by the Bessemer process, steel of excellent quality can be made direct from crude pigiron at a cost ridiculously small compared with former prices and in quantities which the old steel workers never dreamed of dealing with at one operation. In view of the slow and expensive process of converting wrought iron bars into crude or blister steel by ten days' exposure at a very high temperature to the action of carbon, cast iron worth only $15 a ton is, Sir Henry says, converted into Bessemer cast steel in thirty minutes, wholly without skilled manipulation or the employment of fuel; and while still maintaining its initial heat it can at once be rolled into railway bars or other required forms. The article gives a vivid picture of all that has been brought about by this revolution in a manufacture in which, up to our own time, there had been no change since blades of matchless temper were wrought in the forges of Damascus and Toledo. Steel is now adapted to a thousand purposes of which our ancestors had no conception. By way of giving some idea of the enormous production of Bessemer steel now, Sir Henry asks us to imagine a wall five feet in thickness and twenty feet high, like a gigantic armor plate formed in a circle and made to surround London. The inclosure so made would extend to Watford on the north side, to Croydon on the south, to Woolwich on the east and to Richmond on the west. It would contain an area of 795 square miles, and this great wall of London, weighing 10,500,000 tons, would be just equal to one year's production of Bessemer steel.

When in want of a good liniment buy Salvation Oil, which costs only 25 cents.

NEW OCEAN LINES

Proposed Work of the Pacific Mail.

RIVAL ROUTES TO HAWAII.

An Improvement in Service Is Demanded.

THE CANADIAN PACIFIC ACTIVE.

Future of the New Australian Line Under Discussion—A Central American Project.

The prospects of rivalry between two or three great trans-Pacific steamship companies are fast approaching. The fight means a good thing for San Francisco, a revival of commerce and a fairer chance for profit for shippers. The incubation of a number of schemes may hatch out several opposition lines. The possible birth of new steamship enterprises is bothering the Pacific Mail Steamship Company, its Occidental and Oriental adjunct and the Southern Pacific Railroad. The public of course is delighted.

Though the officials of the Mail company profess to be truthful men (and they undoubtedly are in most instances) they occasionally depart from the path of truthfulness to further their employers' end. Six months ago when THE CALL announced that the grab-all-in-sight corporation had been spurred to action by the Canadian Pacific Steamship Company's splendid Honolulu-Oriental service, the head men of the Pacific Mail denied several statements published. They said that they did not intend to send the steamer Oceanic back to England and substitute the Coptic; that there would be no repairs made to the Oceanic to increase her speed, and that the Belgic and the Gaelic would not follow suit as soon as possible.

But now the Pacific Mail, through a morning paper, has made a tardy confession. It has admitted that the people of San Francisco have been burdened with its one-horse service long enough; that to earn and squeeze more dollars it must "do a little rustling."

The Huntington steamship combination is now actually harassed by persons who persist in trying to establish rival lines, not only to China, but to Honolulu, Central America and Australia.

The growth of trade with the Hawaiian and South Sea islands and Australia has been so great that foreign capital is anxious to come to the front. It is learned from an authority that the money for the proposed steamer line between Sydney, Honolulu and San Francisco is ready to be put up at a moment's notice. The speculators are only waiting to hear from their agent, who is now in Washington trying to secure a contract from the Postmaster-General. The Spreckels Company and Mail Company are fully aroused to the situation and are in a dilemma.

But this anxiety is only a manifestation of corporate greed. There is plenty of room for a new line, and travelers are sorely in need of better service for their money. Not a steamer leaves the Oceanic dock that does not have to leave some of her cargo behind. The boats leaving for Australia are too slow and the service is eminently poor.

Between the Orient and this city the service of the Canadian Pacific is so vastly superior to the old-hulk line palmed off on this port by the Southern Pacific that the bulk of trade is rapidly drifting to the north. Had not the war occurred in the Orient mail steamers would go out practically empty.

Millions of dollars in capital are invested in the Oriental steamers running out of San Francisco, even though the boats, with one or two exceptions, are old-fashioned ones. The Southern Pacific cannot afford to lose everything, so it is going to try to redeem itself.

The proposed line to Central America is contemplated by Guatemalan planters. They run steam schooners, and in that way compel the Pacific Mail to come to terms or go out of business.

The new company wants to put on four steamers, equally as speedy and finely appointed as the "Empress" vessels of the Canadian Pacific. An attempt would be made to make freight rates that would allow people to make a profit on their consignments.

Very little has been said about the dangers that beset Pacific Ocean lines that have not advanced with the age, but the crisis has arrived when the old companies will have to burnish up their armor or retire.

OUR NAVY-YARD.

The Philadelphia to Come to San Francisco.

Captain Read Will Command the Olympia—She Will Be the Pacific Squadron Flag-Ship.

VALLEJO, Nov. 25, 1894.—Unless orders are received to the contrary, the flagship Philadelphia will leave the navy-yard after Thanksgiving day, steam down to San Francisco and lie in the bay for awhile to give the people there an opportunity of viewing the cruiser. This is to be done in response to the request of the merchants of that city. It is expected that she will be there but a short time before being ordered to sea, though her destination is not yet known.

The crew has made elaborate preparations for receiving and entertaining the crews of the different ships Thursday, which, among other things, will include a turkey dinner, plum duff, beer and all that goes to make up a holiday dinner. In the afternoon there will be dancing on board, but whether it will be the same as when the French man-of-war was at the yard not long ago, all among the men, is not as yet stated. A nicely arranged programme has been prepared. In the forenoon there will be a series of boat races on the bay among the crews of the different ships. Such pleasures as this goes a long way toward making the life of the blue jacket one of contentment, especially when it is known that the officers of the ships enter into the spirit of the thing along with the men.

It comes through a roundabout source, but it looks somewhat as if the United States ship Alert will soon be ordered to China. One of the crew now on board, whose time has nearly expired, wrote to a friend in Washington to learn if it was at all likely that another ship would be sent over to the Asiatic squadron. If so, he would like to reship, but not to go in the Alert if she was not likely to go there. His reply was wired to him, a day or two ago, to wait and stay by the Alert—that she would probably be sent there very soon. She will be ready for sea in a short time, and it can then be seen if the surmise is correct or not.

It is stated for a fact that the Baltimore, now over at China, will, as soon as the Yorktown reaches there, be ordered to Mare Island for repairs that are needed, without longer delay than possible. It may be that the Philadelphia also may be sent across the Pacific to act as flagship for Admiral Carpenter. If such should be the case, the cruiser Olympia, which has been ordered to be completed and sent up from San Francisco to the navy-yard and commissioned as soon as possible, will be made the flagship of the Pacific squadron, and Admiral Beardslee transfer his flag to her.

Captain John J. Read, U. S. N., has been ordered to the command of the Olympia, and this very fine command is one that he may be truly proud of and he is to be congratulated upon receiving the detail to her. It has been the heart's desire of a number of the captains in the navy to secure the command of the fine cruiser. Captain Read is at present in command of the receiving-ship Independence. He has an excellent war record, having been with Admiral Farragut on the flagship Hartford during her many memorable engagements. As she will require several hundred men, and they not being on the coast to spare, some will come from the East.

The Mohican is having a new galley placed on board and a number of small repairs done to various parts of the ship. The rumor that was circulated some weeks ago about the probability of her being made the temporary flagship of the squadron and go to the Hawaiian Islands is again in circulation, but not from authentic sources. She is still in the stone drydock and as soon as she comes out, which will be during the coming week, either the Ranger or Alert will go in for the purpose of being painted. So far there has been no talk of the destination of the Ranger, or even of that of the Bennington, which is ready for sea.

The crew of the Bennington have just had erected in the naval cemetery at the navy-yard a memorial tablet to the memory of Chief Boatswain's Mate Alexander Will, who was drowned about the 5th of September, and his body afterward recovered in Napa Creek. The little cemetery is dotted all over with headstones and monuments, erected by ships' companies, in memory of their deceased shipmates. This is one thing that is seldom omitted, especially if the dead happens to be much thought of, and the crews happen still to be together. For instance, in the cemetery are the remains of those that met their death at Samoa some years ago. They have no large monument to mark their rest resting place, for the reason the ship's companies were dispersed and scattered in various parts of the world shortly after the accident; while in another case the crew of the Boston erected a handsome monument to the memory of those on board of her that were killed by the explosion of the magazines in sight of the cemetery, and but a few hundred yards away.

Bids will be received during the coming week for building a number of buildings within the magazine enclosure. The last session of Congress appropriated something like $17,000 for the purpose. The work is all to be let out by contract, the foundations and floors to be of concrete. There will be but little woodwork about either one of the buildings. It is expected there will be six or eight bids handed in.

The Monterey, now up at Puget Sound, is expected to return to the yard within a short time, and, so far as can be learned, there is no foundation to the report that she will be placed out of commission for the purpose of securing her crew for the Olympia.

The Boston will not be ready before the latter part of January or first of February, though a good force of men are at work on her and making rapid strides with her.

There are at present about 775 men at the yard. Some of these will gradually be let off as soon as the work they are on is completed. As soon as the men are discharged they go to the foot of the list in numbers, and it is not known when they will be re-employed. There is considerable talk that an endeavor will be made with the present Congress to have the clerical force now at the navy-yard and all those that have recently been appointed to positions, no matter how inferior the place may be, placed upon a civil-service basis. It is quietly hinted that this is for the purpose of retaining all those in office that have been appointed by the present administration. It is not likely that this measure would be made to hold when it is taken into consideration that with but one or two exceptions every man known to be a Republican that it was possible to reach has been displaced and his position filled by one of the opposite party.

Congressman English visited the navy-yard last week and, with the heads of the various departments, made a thorough trip through the different shops and about the yard to ascertain the requirements, so that he might be able to present them to Congress in an intelligent manner. He gathered much information as to the needs of the yard, among which are a new drydock, a number of torpedo-boats to build, a ferry owned and operated by the Government, with a boat built of live oak, copper fastened and coppered—length, 161 feet; beam, 30 feet; 9 feet depth of hold; 47 feet over guards, fitted with two fire pumps and 1000 feet of fire hose—together with necessary slip on the Vallejo side of the river and the moving back of the ferry-slip on the island side. It is estimated the cost of building the ferry-boats and building the slips will be $154,000, with an average yearly expenditure of $17,000 for maintenance. If such a ferry is built, the amount to raise the running expenses would probably be met by the reduction in the workmen's wages to the corresponding amount now paid by them, to wit, 50 cents per week, to the owner of the present ferry system. It has been termed a free ferry, but it will not be in every sense of the word; transient passengers would be required to pay a small fee, and the workmen would go across and return without paying their fare, but would receive a couple of dollars per month less for their work.

The plans have been received at the steam engineering department for the engines and boilers of the new steel tug, which has been given the official title of No. 4. The other three steel tugs being at different navy-yards at the East, considerable additional machinery is required up at the steam engineering department in the way of lathes of various kinds and sizes, nut tapping, facing and milling-machines, buffing plant, plating plant, transverse hydraulic electric crane, electric motors for use in ship-work, boring, drilling, etc., and trail tracks in the shop from end to end, with two turn-tables and branch tracks for use in handling machinery, and heavy objects are required to facilitate work.

An appropriation will also be asked for to extend the present end of the quay wall to the coalsheds, a distance of 474 feet, at an estimated cost of $88,000, also a similar wall between the ferry-slip and the drydock, a distance of 320 feet, together with a permanent opening for a marine railway and building-slip, estimated to cost $53,000. The yard has always been short of coal-stowage facilities and an attempt will be made to secure an appropriation of $26,000 to build a coalshed capable of holding 3000 tons. If the shed is erected subsequent to the construction of the proposed quay wall along this portion of the water front the shed would cost many thousand dollars less. Mr. English stated while here that he would, in addition to the above, use his best endeavors at the next session of Congress to secure an appropriation for and an order to have a cruiser built at the Mare Island Navy-yard. The people here are of course anxious that his efforts may not be in vain.

Ensign G. H. Burrage, well known here, has been ordered to the Union Iron Works at San Francisco as assistant to the inspector of electric lighting.

Rear-Admiral Beardslee, U. S. N., and family are stopping in San Francisco at present.

There will be no work at the yard Thanksgiving day, though the men will receive their pay the same as usual.

Commander Dennis Mullin will report as commanding officer of the United States ship Mohican the 1st of December.

The estimate of funds set aside for the repairs of the Adams has been received at the yard, and as soon as the ships now here are away work will be commenced on her.

A re-survey of the timbers of the Hartford was made last week to ascertain for the information of the Naval Constructor and department the present condition of her hull. Work has not yet commenced on her, though much of the material has arrived at the navy-yard.

"MY BABY GIRL."

A Pathetic Scene at the Entrance to a Chicago Police Court.

Perhaps nowhere in the world are the evidences of the tragedy and pathos of every-day life so varied and numerous as about the police stations of a great city.

While the Bridewell van stood waiting in front of the Maxwell-street station the other afternoon a large crowd of men, women and children of many tongues and shades of color gathered about to watch the prisoners who were to leave the station.

Two of the crowd attracted particular attention.

The first was a little German woman not more than 16 years old, evidently not long in America. She held in her arms a tiny babe, and mother and child wept together. The second was an old woman whose face would attract attention anywhere. She had been pretty once—perhaps handsome—but time and trouble had plowed deep furrows in her face. She dragged rather than led by the hand a small boy with a marvelously beautiful face, whose great, hungry eyes seemed to "take in" everything around him.

Both of these women pressed eagerly forward and when the prisoners came marching out looked anxiously for some person.

The little German woman saw him first.

He was a great burly fair-haired man with an ugly face, and when he saw the little woman he frowned angrily and she slunk timidly to the rear of the crowd while her tears flowed afresh.

The last prisoner in line was a young woman whose face was handsome in spite of the fact that it was red and swollen from weeping. She kept her eyes on the ground until she came just opposite the old woman with the little boy, when the child sprang wildly forward, crying pitifully, "Oh, mamma, ma chere, mamma Isabella!" and the old woman turned white and gasped "Isabella!"

Then the young woman, in spite of the officers, caught the child a moment to her breast, murmuring words of comfort and love. As the officers hurried her on she burst into a fresh storm of tears, while the boy cried pitifully.

And the old woman?

She sank on her knees on the stone walk, her face fell forward upon her breast and her arms hung lifeless at her sides. She had fainted. Upon recovering consciousness she grasped the boy by the arm and screamed in French: "Jean! Jean! She was little and good like you once and more sweet and more beautiful. Oh, my dear little Isabella! My baby girl!"

As if suddenly remembering where she was and that strangers were gathering around her, she sprang with surprising agility to her feet and dragged the little Jean away in another direction.—Chicago Dispatch.

TO BOLINAS BAY.

A Branch Road From Mill Valley Junction.

TO TUNNEL A MOUNTAIN.

Extensive Beach of Bolinas to Be Reached.

AN INTERESTING ENTERPRISE.

It Will Cost Much Money, but the Backers Are Rich and Expect a Golden Harvest.

There is to be a railroad from Mill Valley Junction to Bolinas Bay. It will be thirty miles long and will pass through a tunnel 1500 feet in length. Those are the facts according to the specifications.

The conditions which have brought about this enterprise are potent and evident. At Bolinas Bay there is one of the most extensive beaches on this coast. It is shallow, white-sanded and adapted for bathing. The temperature of the water the year around is said to be about 64 deg., being steadily supplied and warmed by the Japan current. The beach itself is a model of its kind. It runs in a semicircle a distance of four miles from the quaint little town of Bolinas to Willow Camp. All along this distance there is a shallow bed of surf and gentle swell. Willow Camp has long been a favorite place for the encampment of hunters and outing parties. The only objection to the place heretofore has been that there was no hotel and no store for the securing of supplies. All these objections will be obviated when the new railroad is built.

And it will be built, not by the North Pacific Coast Railway Company as a part of its system, but by an independent company of capitalists who control most of the lands adjacent to Bolinas Bay and the shore line that connects with it.

Le Roy G. Harvey is the active promoter of the scheme, and he has things in such a shape that the work of building the new road will commence immediately. Mr. Harvey represents a syndicate of Eastern capitalists who realize the financial advantages that are offered by the location. A few days ago these gentlemen, by their authorized agents, went over the route that has been surveyed and viewed the ground from Mill Valley Junction to Bolinas Bay. They found everything promising and highly satisfactory. The result of their trip was that they gave instructions to have the branch road built at once. While it is true that the new road will not be a part of the North Pacific Coast road, it will still be operated in conjunction with that road, as agreed to by a lease already made, and special trains will be run for the benefit of the Bolinas road in addition to connecting trains with all the regular traffic of the main road.

But it is no joke to build a railroad from Mill Valley to Bolinas. It will require much labor and a great deal of money. The only way by which the sea shore can be reached is by a tunnel through the Coast Range of mountains south of Mount Tamalpais. The chain of hills is unbroken and therefore it will have to be tunneled or overridden. The overriding proposition is impracticable, because the hills are too high and the distance is too short. Therefore, according to the surveys made and accepted, a tunnel 1500 feet in length will have to be dug between the interior valley and the slope that goes to the sea.

The new road will pass by some points of much historic interest. The battle-field of Waterloo and the pass of Thermopylæ are trifling incidents when compared to the historic relic that rests in the wooded canyon near Willow Camp. Here stands the wooden and much-decayed figure of Buddha, as planted by the Bohemian Club three years ago. The wooden god still stands and doesn't care, but his slumberous existence will soon be disturbed by the howling whistle of the locomotive. Even wooden gods cannot remain indifferent to the march of progress.

In speaking of the new road J. B. Stetson of the North Pacific Coast Company said yesterday:

"It is a thing that has been wanted for a long time, but no one has had the courage to put it in motion. Mr. Harvey has an advantageous lease with the railroad company, and he also has an unlimited amount of capital to back him up in the enterprise. Pay? Of course it will pay. Why should it not pay? The beach is the finest that can be found between Sitka and San Diego. The water is of an even temperature the year round and the beach is simply faultless. If Mr. Harvey and his moneyed friends had not taken this matter in hand we certainly would. But those people have control of all the available land near the beach, and, therefore, have great advantage in a financial way. The building of the new road will cost a good deal of money, but the returns will be fabulous and the results to the country at large will be beneficial."

Suicide by Asphyxiation.

A shabbily-dressed man, apparently about 35 years of age, took a room at the lodging-house 812 Kearny street late Saturday night and retired without giving his name to the clerk. He was found dead in the room last night. Gas was flowing from the only burner in the room, and there was little doubt that the unknown had committed suicide. He was penniless.

The Camera Club.

Under the auspices of the California Camera Club a demonstration on "the shutter" will be given at the clubrooms next Wednesday evening.

Manilla paper pasted over the backs of pictures will exclude dust perfectly.

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