Newspapers.com by Ancestry
https://www.newspapers.com/image/92971494

Downloaded on May 8, 2020

NO TROLLEY WIRE.

The Broadway Line Will Not Use It.

MOTORS TO BE EMPLOYED,

But These Will Be Horses, Which Cost Less.

WEST-BOUND RATE CUTING.

Tramps Again Becoming Troublesome and Running Things With a High Hand.

Persons living along Broadway and in the neighborhood of Oakland are not those who have been congratulating themselves upon the advent of an electric street railway in their midst will be disappointed when they learn that the electric road will, for an indefinite time, be an electric road only in name, as vulgar, every-day horses will supply the motive power.

Those who have watched the construction of the new line have noticed the absence of preparation for the erection of the necessary poles upon which to string the supports for the trolley wires, and have been unable to satisfactorily explain the omission. But the officials of the street railway say the employment of horses will be necessary for some time because of inadequate means for supplying the necessary electric power. In fact it will be necessary to erect a new power-house before the wires can be strung. If that should be the plan decided upon in the future.

But there is another feature in the case worth mentioning. The officials of the street railway have been for a long time past collecting all available statistical information bearing upon the question of cost and adaptability of storage batteries on the cars of the lines which will ultimately be run by electric power.

The experiments in this direction in the East have been exhaustive, and have met with varied degrees of success. Many difficulties have been encountered, and most cases they have been found lacking in some essential particular. In some instances the power generated in the motors was not sufficient to carry a car up an incline such as will be encountered in this city, while in others the accessories to be used in connection with the storage batteries. But it is claimed that a motor has been on trial in Detroit for some weeks which practically fills all requirements, and it is to this particular question that the officials of the road in this and many towns of this city has been directed.

One of the officials stated in conversation yesterday that the Market-street Railway Company will not adopt the storage-battery system until it has been perfected beyond its present shadowy developing stage. If a system should be discovered which would do the work the company would be only too glad to adopt it.

The spectacle of a jaded pair of horses wearily tugging at a car on the little at Oakland, which should be operated by electrical power, the residents along that line have trouble restored in their longhandiness, is not calculated to awaken any marked degree of enthusiasm among the prospective patrons. There has been much said and written about the abolition of the horse-car lines in the business part of the other streets, and the adoption of a motive power which is abreast of the times, but it now seems that the horses are merely to be transferred to another portion of the city to prolong the work of the tuckered and broken animals.

The Oakland Ferries Company now contracts a horse-car line on Jackson and Washington streets, running from Montgomery to the ferries. The line is operated from Sansome street down by both streets to the ferry-boats. It is said that the owners have determined to make the line a cable road and that work will soon be begun.

The City Passenger Association found its second victim yesterday when the agent of the Rio Grande Western was forced to resign his position. The cause of the first resignation was that of an Oakland subscriber to the articles.

The English financial publication known as Fairplay, in its weekly issue of Friday, November 3, has the following:

It is stated that an American combination, which has for its object the application of engineering to the improvement of navigation on the Mississippi, C. P. Huntington and others of the Pacific railroad interest are said to be actively engaged on the scheme for completing the line of the railway across the Isthmus of Tehuantepec. Mr. Huntington, with Mr. Chauncey Blackburn, who, accompanied by Mr. Gottman, engineer, has been sent out by the Investor Syndicate of Berlin to investigate the matter with a view to that bank taking a share in the undertaking.

It is considered at present that it is merely a question of money between the banks and the American syndicate, and if the latter can get out of it, it is clear the Americans cannot undertake it, it is thought that it may offer a better opportunity to the United States citizens than the Nicaragua scheme, concerning which there is much more said than done.

The Wisconsin, Minnesota and Pacific Railroad was disposed of in Minneapolis, Minn., last week, under a decree of mortgage foreclosure, the Rock Island being the successful bidder. The road was built by the United States Trust Company of New York as trustee under the first mortgage, collateral and extension, dated July 1, 1884, for the Chicago, Rock Island and Pacific Railway Company for $1,500,000. He made a cash payment of over $50,000 to the receiver, and the road will be run by the Chicago, Rock Island and Pacific under immediate possession, and no change in the conduct of the road will occur.

Traffic Manager Greg of the Southern Pacific Company has issued a letter to office men and agents, in which he says: Good-man will confined to the best.

A farmer residing at one of the railroad ticket offices in this city who got into trouble about his accounts and was relieved of his position, subsequently going East, and on his return was given back his old position. The forbearance of his superior was all that saved him from prosecution before, and so many things have come to the surface against him since his departure that his unwilling return is not at all improbable.

Information from Chicago states that the representatives of Western roads in that city are considerably stirred up over the discovery that two men, independent of any railroad line, were offering through tickets to San Francisco at $25 and $20. The dispatch goes on to say that it appeared that two men, named Howard and McGoryar, have opened an office in the Hotel Cornet and advertised to sell tickets to San Francisco for $25. At the office it was ascertained that an excursion will leave Chicago on the Chicago and Great Western depot over the Chicago and Great Western for St. Paul. From there the route is over the Canadian Pacific to Victoria, and thence by vessel to San Francisco.

The agents mentioned demand payment of $40, but as soon as the money is paid they will give a ticket for $25 and pocket the difference. The receipt is directed to the desk of the hotel, where he receives a regular ticket in exchange for the receipt.

Continuing, the dispatch says that the lowest published tariff now over the same routes from Chicago to San Francisco is $27. Previous to November 15 the rate was $35. Various Western lines have taken this matter up, and it is expected some explanations may be demanded in a few days. The dispatch also states that such a representative of the Wisconsin Central went to Howard & McGoryar's office and bought a ticket, and this is now on record.

Representatives of the Southern Pacific disconfirmed the account of the dispatch, saying that Mr. Greg had no knowledge of the Canadian Pacific route—that is to say, that it concerns his road. He says that the existing conditions do not require the employment of agents, as the road is already selling tickets at a much lower figure than its competitors. Mr. Donald-son of the Southern Pacific says that if any of the roads are responsible for such a rate they must be prepared to handle the business at a sacrifice.

Mr. Donald-son has not left California as yet by any means, but appears to have made his appearance with the intention of remaining all winter. When he threw off one locality he simply associates himself with another. Yesterday he was down at Santa Barbara, and it is thought that his next order will be to Los Angeles, or some other selected section. The following has been received at the Southern Pacific offices:

TRACY, CAL., Nov. 21.

Conductor Allen of train 52 and 125 reports that he was unable to get through the snow-sheds to get them off. Conductor Paine of train 21 today wires from Newcastle that he was unable to get through the trestles on his train who refuse to get off. They are hungry and desperate, he says, and are determined to ride, and threaten some serious trouble if they are disturbed.

Information received from Tracy states that the tramps in that locality have formerly established headquarters in an old deserted house lying alongside the track, a short distance out of town. An old stove and various cooking utensils have been accumulated, and a number of other articles of value to the tramps, which they evidently intend should be the means of bonds of tourists who are continually coming and going.

AMUSEMENTS.

Sidewalk Notes of Business at the Theaters.

Murphy in "Shaun Rhue" is drawing the houses at the Bohemia. Last evening the attendance was much larger than that of any evening during the Jeffersonian engagement. Our Irish fellow-citizens appear to be on their mettle to make the month of their representative comedian a profitable one, and the response made to Mr. Murphy's last engagement in this city. The personnel of the audience showed, too, that a good share of the popularity of the leading portion of the community, and it there was an absence of stage in entire sympathy with the stage, it was not in evidence. The Irish people had evening at the Bohemia and listened to Murphy and his fellow-players while they enjoyed a new story of Irish life in "Shaun Rhue." "God is good to the Irish," is the old saying here, especially where Joe Murphy is concerned.

The revived "Little Puck," as presented by Frank Daniels and party, draws well at the New Columbia. Daniels himself, in his transmogrification business, has the heavy end of the stick, and the audience do not seem to catch on readily; but they are getting the understanding in, and is large at the right times and in the right places. Daniels is a good-natured fellow and they come with a laugh at the ridiculousness of the situation, and let it go at that. Good singing, graceful dancing, and some business compensate for everything.

At the Stockwell "The Country Circus" has not engaged the attention of the public as readily as was expected, now as the popular nature of the performance deserved. The ability of the affair cannot be in question, it is entirely new on our local stage.

"Said Pasha," Stahl's well-remembered piece, is filling the Tivoli. New or old, everything seems to draw at this popular place of amusement. Ferrin Harrison is the specialty of a jaded pair of horses wearily lugging at a car on the little at Oakland, which should be operated by electrical power, the residents along that line have trouble restored in their longhandiness, is not calculated to awaken any marked degree of enthusiasm among the prospective patrons. There has been much said and written about the abolition of the horse-car lines in the business part of the other streets, and the adoption of a motive power which is abreast of the times, but it now seems that the horses are merely to be transferred to another portion of the city to prolong the work of the tuckered and broken animals.

The Oakland Ferries and Ferries Company now contracts a horse-car line on Jackson and Washington streets, running from Montgomery to the ferries. The line is operated from Sansome street down by both streets to the ferry-boats. It is said that the owners have determined to make the line a cable road and that work will soon be begun.

The City Passenger Association found its second victim yesterday when the agent of the Rio Grande Western was forced to resign his position. The cause of the first resignation was that of an Oakland subscriber to the articles.

The English financial publication known as Fairplay, in its weekly issue of Friday, November 3, has the following:

It is stated that an American combination, which has for its object the application of engineering to the improvement of navigation on the Mississippi, C. P. Huntington and others of the Pacific railroad interest are said to be actively engaged on the scheme for completing the line of the railway across the Isthmus of Tehuantepec. Mr. Huntington, with Mr. Chauncey Blackburn, who, accompanied by Mr. Gottman, engineer, has been sent out by the Investor Syndicate of Berlin to investigate the matter with a view to that bank taking a share in the undertaking.

It is considered at present that it is merely a question of money between the banks and the American syndicate, and if the latter can get out of it, it is clear the Americans cannot undertake it, it is thought that it may offer a better opportunity to the United States citizens than the Nicaragua scheme, concerning which there is much more said than done.

The Wisconsin, Minnesota and Pacific Railroad was disposed of in Minneapolis, Minn., last week, under a decree of mortgage foreclosure, the Rock Island being the successful bidder. The road was built by the United States Trust Company of New York as trustee under the first mortgage, collateral and extension, dated July 1, 1884, for the Chicago, Rock Island and Pacific Railway Company for $1,500,000. He made a cash payment of over $50,000 to the receiver, and the road will be run by the Chicago, Rock Island and Pacific under immediate possession, and no change in the conduct of the road will occur.

Traffic Manager Greg of the Southern Pacific Company has issued a letter to office men and agents, in which he says: Good-man will confined to the best.

A farmer residing at one of the railroad ticket offices in this city who got into trouble about his accounts and was relieved of his position, subsequently going East, and on his return was given back his old position. The forbearance of his superior was all that saved him from prosecution before, and so many things have come to the surface against him since his departure that his unwilling return is not at all improbable.

Information from Chicago states that the representatives of Western roads in that city are considerably stirred up over the discovery that two men, independent of any railroad line, were offering through tickets to San Francisco at $25 and $20. The dispatch goes on to say that it appeared that two men, named Howard and McGoryar, have opened an office in the Hotel Cornet and advertised to sell tickets to San Francisco for $25. At the office it was ascertained that an excursion will leave Chicago on the Chicago and Great Western depot over the Chicago and Great Western for St. Paul. From there the route is over the Canadian Pacific to Victoria, and thence by vessel to San Francisco.

The agents mentioned demand payment of $40, but as soon as the money is paid they will give a ticket for $25 and pocket the difference. The receipt is directed to the desk of the hotel, where he receives a regular ticket in exchange for the receipt.

Continuing, the dispatch says that the lowest published tariff now over the same routes from Chicago to San Francisco is $27. Previous to November 15 the rate was $35. Various Western lines have taken this matter up, and it is expected some explanations may be demanded in a few days. The dispatch also states that such a representative of the Wisconsin Central went to Howard & McGoryar's office and bought a ticket, and this is now on record.

Representatives of the Southern Pacific disconfirmed the account of the dispatch, saying that Mr. Greg had no knowledge of the Canadian Pacific route—that is to say, that it concerns his road. He says

AS POET AND MAN

Professor Syle's Review of Swift.

STRUGGLES OF A GENIUS.

His Life With Sir William Temple.

A DISAPPOINTED POLITICIAN.

Humiliations, Hallucinations and Amatory Entanglements of the Dean of St. Patrick's.

In spite of an overcrowded room, poor weather and a counter attraction, the lecture delivered by Professor Syle yesterday afternoon in the university course on "The Poets and Dramatists of the Seventeenth Century" was listened to with close and well repaid attention from beginning to end.

The rush of would-be hearers on the part of the fair sex was so great as to have having been so great as to render its delivery impossible, it was necessary, in order to end the course on December 15 as scheduled, to transfer the lecture on Swift into one, consequently the lecture to be on their mettle to make the month of their representative comedian a profitable one, and the response made to Mr. Murphy's last engagement in this city. The personnel of the audience showed, too, that a good share of the popularity of the leading portion of the community, and if there was an absence of stage in entire sympathy with the stage, it was not in evidence. The Irish people had evening at the Bohemia and listened to Murphy and his fellow-players while they enjoyed a new story of Irish life in "Shaun Rhue." "God is good to the Irish," is the old saying here, especially where Joe Murphy is concerned.

The revived "Little Puck," as presented by Frank Daniels and party, draws well at the New Columbia. Daniels himself, in his transmogrification business, has the heavy end of the stick, and the audience do not seem to catch on readily; but they are getting the understanding in, and is large at the right times and in the right places. Daniels is a good-natured fellow and they come with a laugh at the ridiculousness of the situation, and let it go at that. Good singing, graceful dancing, and some business compensate for everything.

At the Stockwell "The Country Circus" has not engaged the attention of the public as readily as was expected, now as the popular nature of the performance deserved. The ability of the affair cannot be in question, it is entirely new on our local stage.

"Said Pasha," Stahl's well-remembered piece, is filling the Tivoli. New or old, everything seems to draw at this popular place of amusement. Ferrin Harrison is the specialty of a jaded pair of horses wearily lugging at a car on the little at Oakland, which should be operated by electrical power, the residents along that line have trouble restored in their longhandiness, is not calculated to awaken any marked degree of enthusiasm among the prospective patrons. There has been much said and written about the abolition of the horse-car lines in the business part of the other streets, and the adoption of a motive power which is abreast of the times, but it now seems that the horses are merely to be transferred to another portion of the city to prolong the work of the tuckered and broken animals.

The Oakland Ferries and Ferries Company now contracts a horse-car line on Jackson and Washington streets, running from Montgomery to the ferries. The line is operated from Sansome street down by both streets to the ferry-boats. It is said that the owners have determined to make the line a cable road and that work will soon be begun.

The City Passenger Association found its second victim yesterday when the agent of the Rio Grande Western was forced to resign his position. The cause of the first resignation was that of an Oakland subscriber to the articles.

The English financial publication known as Fairplay, in its weekly issue of Friday, November 3, has the following:

It is stated that an American combination, which has for its object the application of engineering to the improvement of navigation on the Mississippi, C. P. Huntington and others of the Pacific railroad interest are said to be actively engaged on the scheme for completing the line of the railway across the Isthmus of Tehuantepec. Mr. Huntington, with Mr. Chauncey Blackburn, who, accompanied by Mr. Gottman, engineer, has been sent out by the Investor Syndicate of Berlin to investigate the matter with a view to that bank taking a share in the undertaking.

It is considered at present that it is merely a question of money between the banks and the American syndicate, and if the latter can get out of it, it is clear the Americans cannot undertake it, it is thought that it may offer a better opportunity to the United States citizens than the Nicaragua scheme, concerning which there is much more said than done.

The Wisconsin, Minnesota and Pacific Railroad was disposed of in Minneapolis, Minn., last week, under a decree of mortgage foreclosure, the Rock Island being the successful bidder. The road was built by the United States Trust Company of New York as trustee under the first mortgage, collateral and extension, dated July 1, 1884, for the Chicago, Rock Island and Pacific Railway Company for $1,500,000. He made a cash payment of over $50,000 to the receiver, and the road will be run by the Chicago, Rock Island and Pacific under immediate possession, and no change in the conduct of the road will occur.

Traffic Manager Greg of the Southern Pacific Company has issued a letter to office men and agents, in which he says: Good-man will confined to the best.

A farmer residing at one of the railroad ticket offices in this city who got into trouble about his accounts and was relieved of his position, subsequently going East, and on his return was given back his old position. The forbearance of his superior was all that saved him from prosecution before, and so many things have come to the surface against him since his departure that his unwilling return is not at all improbable.

Information from Chicago states that the representatives of Western roads in that city are considerably stirred up over the discovery that two men, independent of any railroad line, were offering through tickets to San Francisco at $25 and $20. The dispatch goes on to say that it appeared that two men, named Howard and McGoryar, have opened an office in the Hotel Cornet and advertised to sell tickets to San Francisco for $25. At the office it was ascertained that an excursion will leave Chicago on the Chicago and Great Western depot over the Chicago and Great Western for St. Paul. From there the route is over the Canadian Pacific to Victoria, and thence by vessel to San Francisco.

The agents mentioned demand payment of $40, but as soon as the money is paid they will give a ticket for $25 and pocket the difference. The receipt is directed to the desk of the hotel, where he receives a regular ticket in exchange for the receipt.

Continuing, the dispatch says that the lowest published tariff now over the same routes from Chicago to San Francisco is $27. Previous to November 15 the rate was $35. Various Western lines have taken this matter up, and it is expected some explanations may be demanded in a few days. The dispatch also states that such a representative of the Wisconsin Central went to Howard & McGoryar's office and bought a ticket, and this is now on record.

Representatives of the Southern Pacific disconfirmed the account of the dispatch, saying that Mr. Greg had no knowledge of the Canadian Pacific route—that is to say, that it concerns his road. He says

THE 5UTRO BATHS.

Will Probably Be Open by the First of the Year.

Adolph Sutro called upon the Southern Pacific officials yesterday and urged the construction of an extension of the Ferries and Cliff House line from its present terminus to the main building of the bathhouse. The officials looked upon the matter favorably and have ordered a survey of the line to be made.

Mr. Sutro, speaking afterward regarding the baths, said that he hoped to open them by January 1. He intends to signalize the event by a grand ball and entertainment given by prominent citizens. Commodore Greene's band will be present.

"The baths," he said, "are the best of their kind and will accommodate thousands. They will be welcome as promenade places, and dining a long-felt want, seeing that San Francisco's air this time of year is so cold and bracing that about two hills, and everything will be furnished. I shall have music and there will be many amusements for visitors.

"It will be a wise step on the part of the Southern Pacific to extend its road to the Cliff House. It would benefit the country and even up fares throughout the city. The extension will cost but little, the increased population, and every new family means an increased income to the railroad. The extension will be very popular, and I am very glad to see it urged by the Southern Pacific, which is progressing in a way that astonishes as much as it pleases me.

Yale vs Harvard.

In the Yale-Harvard Annual game to be played on Saturday, the 25th, at Central Park, the Yale team will be picked from the following men: Frank Owen captain, James Bouth, William Morton (coach of the Reliance Club and Saxons of the New United States as a football and baseball team), Ward (Saxons), Ward (Saxons), Ward (Saxons) (pitcher), Ward (Saxons), C. D. Blue of Stanford, R. Romaine, Sam Knight, Henry Jaffrin, George Eins and C. Wendell. Harvard will choose her team from H. L. Cram, C. M. Belcher, R. Burns, A. H. Cohen (captain), George S. Greenwood, Ward (Saxons), Ward (Saxons), Ward (Saxons), C. Paine, Pat Green, W. P. Hamphrey, V. E. Johnson, F. P. Howard.

SAY, GEMS, if you want to feel that best fellow-feeling for your fellow-men, just buy a package of Wells Tutsan tea, when he asks you to be so good as to a second between acts. see?

Copyright © 2020 Newspapers.com. All Rights Reserved.
POWERED BY Newspapers.com