

The new ferry-boat Berkeley, built by the Union Iron Works for local ferry service of the Southern Pacific between here and Oakland, was successfully launched at noon yesterday. At flood tide, a few minutes after 12 o'clock, Miss Marion Huntington, daughter of H.E. Huntington, pressed the electric button which loosened the "dogs" holding the boat in position and started her down the ways for her first plunge into the waters of the bay. As the boat glided from her resting place, which was by the side of the battleship Wisconsin, now in course of construction, the customary bottle of champagne was dashed upon her bows by Miss Ruby Richards of Berkeley, who christened the new boat Berkeley.

About 2000 invited guests witnessed the ceremonies. President Martin Kelly of the State University, in an appropriate speech, presented the boat with a set of colors and they were accepted by H.E. Huntington of the Southern Pacific Company.

The keel of the Berkeley was laid on the 25th of January of this year, and as she glided into the water yesterday she was finished and ready for service. Tomorrow fires will be started in her furnaces and her engines will be tested at the dock. If all goes well she will be taken on her trial trip Saturday. The week following she will take her place with the boats now in passenger service on the bay.

This is one of the largest and handsomest ferry boats in the world, and she has been modelled after the famous boats of the Pennsylvania Railroad which are in service on the North River in New York. She has been sumptuously furnished and painted white throughout. The new boat has a seating capacity of 1700 people whereas the boats now on the bay have seating capacity for not more than 1100 or 1200. The main cabin, which is considered the handsomest of any ferry-boat in the world, can seat a thousand people, and on the upper deck outside 125 more can be accommodated. On the lower deck are seats for 600. The Berkeley is a trim-looking boat, and with a high rate of speed guar-

