

The San Francisco Call
Editor and Proprietor: CHARLES M. SHORTRIDGE
Subscription Rates: Daily Call—40 per year by mail; by carrier, 15c per copy. Sunday Call—\$1.50 per year.

No more monopoly.

Invest in the San Joaquin road.

Competition will be the death of silurians.

A new railroad is worth a dozen mud flats.

Display California goods and let the people see them.

Never count a millionaire's children until his will is hatched.

The millionaire who lacks public spirit always has public contempt.

We must have the San Joaquin road and the road must have a water-front terminus.

We thought we had the cap on the legislative climax, but we must bow to Indiana.

Every county in the State is in line and all of them wish to be on the competing line.

The war among the insurance companies may not set the City on fire but it is getting red hot.

Parisian fashions will no longer have the same worth, but they won't come any cheaper.

Give the mud flats to the competing road and in a short time they will cease to be mud flats.

We must make a lively movement in City improvement, to meet the coming century in good style.

Cleveland appears to be trying to find forgetfulness by neither saying anything nor saying wood.

Now that San Francisco is to be permitted to do her own investigating, she must get in and do it.

Perhaps it might improve the silurians a little, to give each of them an individual as well as general kick.

Subscribing to the competing road is an investment and not a donation; there is no giveaway in it anywhere.

When the work of the Half-million Club is accomplished for the City there will be millions in it for the State.

Legislators who attempt to shut off the competing road, are simply renewing the old circus of the donkey and the locomotive.

The Merchants' Association has done well in sweeping the streets, but it will do better when it sweeps the cobblets out of sight.

If the Indiana Legislature hadn't adjourned when it did, the Governor would have been justified in having it arrested for prize-fighting.

Every merchant should display his California goods in the front windows of his shop so as to let people know he is in favor of home industry.

Don't forget that the earnings of the San Joaquin road will be kept at home to help home industries and not sent abroad to pay foreign bondholders.

As the San Jose Mercury advises everybody to quit "rushing the growler," it owes it to mankind to devise a better means of getting the growler to his pier.

In celebrating their accession to citizenship by getting drunk, the Umatilla Indians have proven themselves too much like some other citizens to be good citizens.

When Russell Sage sent Anna Gould a Bibber for a wedding present he should have written in it, "Silver and gold have I in plenty, but what I need most I give unto thee."

San Francisco assists Los Angeles in working up the great flower festival and Los Angeles will assist San Francisco in getting the next Republican National Convention.

He only is a good citizen who with a wise regard for his private interests employs his energy and his capital in such a way as to assist in the advancement of his city and the welfare of his fellow-citizens.

The manufacturers of all parts of the State are showing a warm interest in the coming convention and every day furnishes new reasons for believing that the assembly will have not only important discussions but important results.

The charge of impurity in the water supply of the City should be most carefully inquired into. Bad whisky, bad morals and bad politics affect only a few people, but impure water is liable to carry disease, plague and pestilence into every home.

The property-owner who does not see the advantage to himself that will result from an investment in the San Joaquin road, must have made his money by bull tick or snake trickery, for he hasn't enough business sense to know a good thing when it is introduced to him.

The Los Angeles Express is in error in accusing the CALL of inconsistency because "in one column it berates lotteries and in another it boasts of the number of marriage licenses." Marriage may be regarded as a lottery in Los Angeles, but in this section of the State it is an infant industry.

We are pleased to learn from the Martinez Gazette that an Eastern manufacturer, whose attention was drawn to the advantages of the place by a recent article in the CALL, has written to get advice in regard to the location there of a planing-mill and sash and door factory. This is the kind of gift that the CALL likes to make California towns. It beats the fake trade.

The Argonaut's highly complimentary statement of the CALL's innovation in giving due prominence to Pacific Coast news and refraining from making it secondary to foreign scandals and accidents that do not concern us, is the expression of an intelligent editor who, as a representative of the higher intelligence of the community, has said in the clearest manner what every other intelligent citizen would say if he published a high-class weekly paper.

DISPLAY HOME GOODS.

In the task of making a California market for California products, the producer can do much by advertising his goods, the consumer can do much by giving preference to home articles over those of foreign make, and the merchant can do most of all. He is the link in the chain that connects the producer with the consumer, and without his cordial help and co-operation neither the productive energy of the one nor the willingness to purchase on the part of the other, can be of any avail.

Every California merchant should put California articles to the front. The products of our soil and of our factories should be displayed conspicuously in the windows of shops dealing in such goods, so that every passer along the street might see the large variety of articles grown or manufactured here and be convinced of the wisdom of purchasing the home goods rather than those of foreign make. It would add, moreover, to the attractiveness and the value of the display if the prices were marked and the fact made evident that to patronize home industries is a matter of household economy as well as of patriotic sentiment.

Dealers in California dried fruits have especially good reasons for making a display of their goods in the windows of their stores. Their goods are of a character that can be more attractive to casual passers or more enticing to shoppers than a well-arranged exhibit of choice fruit. Such exhibits brighten up any store front. Evidence of their value in this way can be seen in many places about the City. An instance, conspicuously noticeable because of the environment, is that of the grocery of C. H. Montgomery on the corner of Third and Minna streets, which, by its rich array of luscious fruit marked at low prices, goes far to redeem the unsightliness of the ill-paved, ill-tended street and the ramshackle buildings around it. The effect produced there shows what could be done everywhere, and with even greater success amid better and more attractive surroundings.

It is, of course, to be understood that the burden of making attractive displays of California goods should not be thrown wholly on the merchant. The manufacturer and the fruit-packer should put them up in a manner as artistic as can be made compatible with economy. The esthetic feeling of the American people has been developed very rapidly in recent years, and we are no longer indifferent to the accomplishments of art and the pleasures of a cultivated taste. The American of to-day buys a great many things simply because they look nice. This taste must be appealed to and satisfied. The manufacturer, the fruit-packer and the merchant should co-operate in the task and give to our home-made goods a display as attractive as any that come from France itself.

A NEIGHBOR'S RIGHTS.

The ancient maxim of the law, "So use your own as not to injure that of another," is one of the foundations upon which the conduct of the CALL is laid. It stated this proposition plainly enough in its issue of March 4, in reference to the rehabilitation of hydraulic mining in California; and yet our able contemporary, the Yuba City Independent, with a vehemence that better discloses its zeal than its judgment, finds that article a sufficient reason for a violent assault upon the CALL. One of the greatest misfortunes that California has ever suffered is the bitter partisanship that has grown out of the conflict between the farmers and the miners.

The damage done to lands and waterways through the absence of means for impounding debris has been serious enough; but greater still was the harm to the State at large from stopping the annual output of \$100,000,000 in the hydraulic mines yielded, and greatest of all has been the bitter feeling which has grown out of it, and which, manifested principally by the valley farmers, has made the resumption of hydraulic mining, under proper restrictions, so difficult.

When the CALL declared that "1 per cent of the profits that would result to California and the United States from the revival of hydraulic mining would defray all the cost of carrying the rivers and waterways," the Independent denounced the article, showing a reckless disregard of facts, and added: "It would take the entire output of all the hydraulic mines on the watershed of the Feather and Sacramento rivers to restore those rivers to their primitive condition." Whether or not this is true, it has an important value as tending to show a bitter partisanship against any proposition which looks to the re-establishment of mining.

The CALL on the contrary, is in no sense a partisan in this matter. It stands on the simple proposition that if hydraulic mining can be resumed by the adoption of proper impounding facilities which will prevent further injury to lands and waterways, it is the duty of the country and of all its good citizens to forward the enterprise; that such facilities have been devised, and require only the assistance of the Government to put them into operation. Thus the old legal maxim is followed by the CALL, and those friends of the farmers who are also unhappily the enemies of hydraulic mining, might profit by the example.

PAVING THE STREETS.

The announcement in the CALL yesterday that the Merchants' Association intended entering upon a series of experiments in street-paving, was doubtless read by every progressive citizen with a feeling of satisfaction alloyed only by the regret that such experiments should be necessary. Long before this, San Francisco should have found the right solution of the problem of street-paving, and by this time should have carried it into extensive application.

Regrets over past neglect, however, are out of place now. The one duty before us is to take advantage of the present and make the future better. It is a matter of congratulation that this particular work has been undertaken by a body of men so competent to perform it. The Merchants' Association has shown its ability to grapple with street problems and find a practical solution for them. Within the area of its operation, it has revolutionized the street-sweeping of the City and has produced as good results as are possible on the present pavements. With these accomplishments to prove the energy and public spirit of the Association, we can with reason indulge the belief that it will be equally successful with the new enterprise, and having swept the old pavements clean, it will next succeed in sweeping them off altogether to make way for better.

It will not be necessary to make any more experiments in the work proposed. Street paving has long been one of the most extensively studied of municipal problems, and its solution is now pretty well understood. Experiments made in cities in various parts of the world have demonstrated by the test of actual wear and tear what paving is best fitted for the heavy traffic of city streets, as well as the most economical with respect both to first cost and the expenditure for maintenance. Without attempting to prejudice the tests

AROUND THE CORRIDORS.

Frank L. Pommer of the G. H. Mumm wine firm left for New York last night, after a fortnight's sojourn in this State. While here he inspected some of the vineyards of California and found that good progress is being made by the growers of native wines. "California has not been using as much champagne for the past year as formerly, but I think the business is picking up somewhat," said Mr. Pommer at the Palace Hotel yesterday afternoon. Several gentlemen who were present ventured various suggestions in regard to the decreased consumption of champagne on this coast.

PEOPLE TALKED ABOUT.

In height Bourke Cockran is 5 feet 10 1/2 inches; weight, 210 pounds; chest and shoulders very broad. Build like a Hercules. Head enormous, massive, leonine. Wears number 8 hat. Has to have headgear made to order. Hands and feet large. Wears number 9 gloves and number 10 shoes. Hair curly, dark brown. Eyes blue and large and dark brown. Heavy eyelids, and heavy, dark eyebrows, and curly and dark brown. Great expanse of cheek. Always dressed in dark colors. Wears 18-inch collar and little jewelry. Has no regular hours for sleeping and eating. Capable of great physical effort. Drinks nothing stronger than whisky. Smokes gigantic black cigars.

Preparations are making to celebrate the one hundred and seventh birthday of Mrs. Hannah Chard of Vineland, N. J., the oldest woman in the State, which occurs on April 20. Five gentlemen are to be represented at the celebration. Mrs. Chard, during seventy-seven years of married life, had twelve children, of which only three are now living at home, aged 85, 73 and 61 years, respectively. She is still an active housekeeper and is an inveterate pipe-smoker.

Frederick Douglas was a conspicuous illustration of what may be accomplished by the combination of industry and zeal—Oyster Bay Pilot. Douglas was a man of genius. All the industry and zeal in the world could not make such a career as his without a potent original brain.—New York Sun.

The man who is President when the son of Colonel Grant succeeds is good enough for admission to West Point will receive a letter from an ex-President, written long before his death, asking that his grandson be appointed a cadet in the institution.

Tom Reed favors the removal of chairs from the House of Representatives and the substitution of benches such as are used in the British Parliament. He thinks this would lessen the pomp and ostentation and facilitate the transaction of business.

BIDS WERE TOO LOW.

Confirming the Sales of Mrs. Kate Johnson's Realty—Residence and Other Lots in Akeley.

From a Probate Judge to an auctioneer, and without loss of dignity, was the extent of the change which Judge Coffey executed yesterday. He had the sale of Mrs. Kate Johnson's property to confirm, and was ready to accept any bids which would overtop those offered at the public sale on February 1st. Spectators were numerous, but bidders were few. Only one case was a bid raised—that of the property on the corner of Green and Battery streets—and this was promptly accepted. All the report of the sale submitted to the probate court was confirmed, with the exception of the 50-yard lot on the corner of Golden Gate avenue and Leavenworth street and the residence property on the corner of O'Farrell and Leavenworth streets.

In these two cases the court decided to delay action for a week on the ground that the bids made at the sale were far below what the property should realize. The Golden Gate avenue property was appraised at \$120,000. This was admitted by one of the appraisers to be a little high, but it was conceded on all sides that the property is worth at least \$100,000. The amount bid was \$74,000. Thomas J. Clunie being the purchaser of the lot.

Several real estate experts were called to tell what they thought of the property in question, and all but Wendell Easton were of the opinion that the lot was worth \$100,000. Easton, however, has been heard of no more. None of them would guarantee a purchaser for 10 per cent more than the bid offered, however, even if they were allowed sixty days in which to try. Mr. Easton is a man of great ability, but he has perhaps not up to the actual value of the property, was within a reasonable percentage of it, and he thought the court would be in serious error if the sale for \$74,000 were not confirmed.

Similar action was taken in J. J. O'Farrell's bid on the residence property, which was appraised at \$65,000. The only one considered a fair valuation of O'Farrell bid \$45,000 and his offer will be taken if not raised within the week. All through the bids on the property averaged over 90 per cent of the appraised value.

The appraisement of both the Johnson residence property and the lot on Golden Gate avenue was made about a year ago, and are regarded by experts as excessive. At that time the late Senator Fair made a bid on the fifty-yard lot on Golden Gate avenue and Leavenworth street, when he had a project to sell land at that place to the Masonic society. This naturally affected the price of land in the block then.

The appraisement of the Johnson residence property was made about a year ago, and are regarded by experts as excessive. At that time the late Senator Fair made a bid on the fifty-yard lot on Golden Gate avenue and Leavenworth street, when he had a project to sell land at that place to the Masonic society. This naturally affected the price of land in the block then.

The appraisement of the Johnson residence property was made about a year ago, and are regarded by experts as excessive. At that time the late Senator Fair made a bid on the fifty-yard lot on Golden Gate avenue and Leavenworth street, when he had a project to sell land at that place to the Masonic society. This naturally affected the price of land in the block then.

The appraisement of the Johnson residence property was made about a year ago, and are regarded by experts as excessive. At that time the late Senator Fair made a bid on the fifty-yard lot on Golden Gate avenue and Leavenworth street, when he had a project to sell land at that place to the Masonic society. This naturally affected the price of land in the block then.

The appraisement of the Johnson residence property was made about a year ago, and are regarded by experts as excessive. At that time the late Senator Fair made a bid on the fifty-yard lot on Golden Gate avenue and Leavenworth street, when he had a project to sell land at that place to the Masonic society. This naturally affected the price of land in the block then.

The appraisement of the Johnson residence property was made about a year ago, and are regarded by experts as excessive. At that time the late Senator Fair made a bid on the fifty-yard lot on Golden Gate avenue and Leavenworth street, when he had a project to sell land at that place to the Masonic society. This naturally affected the price of land in the block then.

The appraisement of the Johnson residence property was made about a year ago, and are regarded by experts as excessive. At that time the late Senator Fair made a bid on the fifty-yard lot on Golden Gate avenue and Leavenworth street, when he had a project to sell land at that place to the Masonic society. This naturally affected the price of land in the block then.

The appraisement of the Johnson residence property was made about a year ago, and are regarded by experts as excessive. At that time the late Senator Fair made a bid on the fifty-yard lot on Golden Gate avenue and Leavenworth street, when he had a project to sell land at that place to the Masonic society. This naturally affected the price of land in the block then.

The appraisement of the Johnson residence property was made about a year ago, and are regarded by experts as excessive. At that time the late Senator Fair made a bid on the fifty-yard lot on Golden Gate avenue and Leavenworth street, when he had a project to sell land at that place to the Masonic society. This naturally affected the price of land in the block then.

HE KNOWS THE ROAD WILL PAY.

L. P. Drexler Discusses the San Francisco and San Joaquin Enterprise. ENORMOUS PROFIT MADE. THE SOUTHERN PACIFIC TAKES \$8,000,000 A YEAR OUT OF THE VALLEY.

"It is the best place in the country in which to build a railroad," said L. P. Drexler of 409 California street yesterday in discussing the district through which the San Francisco and San Joaquin Railroad will pass.

"From the figures of Mr. Leeds of the Traffic Association it is very easy to judge that the new road will pay from the start, and those who are putting their money into the proposition need have no fear about receiving a dividend. It will be forthcoming as soon as the road is in operation."

"Mr. Leeds says that the Southern Pacific Company draws \$8,000,000 annually out of the San Joaquin Valley in traffic, and that \$6,000,000 of this is clear profit. If these figures are true, and I have no reason to question them, it is very evident that another road dividing the traffic with the Southern Pacific can live and prosper. If the profit of the Southern Pacific is 75 per cent of the entire traffic by cutting the business in two the competing roads would have sufficient dividend to satisfy the most selfish bondholder."

"The San Joaquin is a level country. I have been over every foot of it and know it like a book. A locomotive can haul a train of from thirty to forty loaded cars, twenty tons each. The valley is perfectly level, and the cost of running a train may be safely estimated at \$120 for coal and \$25 for train help."

"At present the freight rate on wheat is \$3 a ton, which should at that rate result to the railroad company at least 200 per cent on the original cost of transportation. The cost of shipping wheat is \$75 a car. At this rate a train of thirty-five cars would cost \$2,625. Deducting the cost of transportation from this amount a profit of at least \$2,000 is left to the railroad company. It costs \$1,350 to ship merchandise from San Francisco to Fresno, or \$102 a car of twelve tons capacity, and \$500 for a train of thirty cars. At such high rates, the railroad would derive a profit on the whole train of at least \$3000."

"There are other reasons why a new railroad through the San Joaquin would be a paying investment. It would cut the cost of building the road at \$6,000,000, and with the new competitor getting only half the traffic at a greatly reduced schedule, it appears to me that at least 10 to 10 per cent dividend should be realized."

"In addition to this, when the line reaches Bakersfield it is within an air line of fifty miles to a connection with the Santa Fe. This gap could be closed by building 75 miles of road, and many would have other transcontinental railroads giving us the long sought-for competing line to the East."

"The San Francisco and San Joaquin Railroad would certainly be built at once, and as a business proposition it is self-evident that there are no better investments."

Mr. Drexler is one of the largest landowners in the San Joaquin Valley and has given the subject of transportation close study.

BEFORE THE LEGISLATURE.

VALLEY ROAD OFFICIALS HAVE PRACTICALLY SUSPENDED ALL WORK. DEVELOPMENTS IN SACRAMENTO WILL SHAPE FUTURE ACTION HERE.

So much depends upon the action of the Legislature regarding the bill now pending before it relative to the valley road that the officials of the line have practically stopped all work, except that which is urgent, and are awaiting final action at Sacramento.

The proposals for bids for rails were not sent out yesterday, as was expected. At the last moment it was learned that certain important provisions had been omitted, among them being a requirement that a certified check should accompany each bid, and it was found necessary to make these corrections. The proposals will be sent out to-day.

Hollister, like many other towns in the State, has decided to make a bid for the new road, and at a meeting recently held there adopted the following resolution:

Resolved, By the citizens of San Benito County, in mass-meeting assembled, that we endorse the enterprise displayed by the citizens of San Francisco in organizing the San Francisco and Joaquin Valley Railroad Company, and we pledge ourselves to earnestly support and assist the committee appointed to solicit subscriptions, and to secure \$50,000 and right of way for said road.

The proposed meeting of the promoters' committee, which was to have been held yesterday, has, like many other important matters, been deferred indefinitely. When John J. Spruckel has been selected to take \$25,000 in stock as trustee for an unknown person, and there are several other sources from which large subscriptions will possibly be forthcoming before the meeting is held.

The question has been asked how it would be possible for manufacturers of rails in the East to conform with the requirement of the proposals for bids which specify that each manufacturer should be settled on one way or the other the directors will then be able to outline their future work.

It is known, however, that the work of the committee has progressed very favorably and that the sum of \$100,000, which Mr. Whittier thought would be forthcoming at the next meeting, will very likely be exceeded. John J. Spruckel has publicly stated that he has been authorized to take \$25,000 in stock as trustee for an unknown person, and there are several other sources from which large subscriptions will possibly be forthcoming before the meeting is held.

The question has been asked how it would be possible for manufacturers of rails in the East to conform with the requirement of the proposals for bids which specify that each manufacturer should be settled on one way or the other the directors will then be able to outline their future work.

CALLS IT A BAD JOB.

I. J. Truman Protests Against the Acceptance of Guerrero Street by the City—Ashworth's Admission.

Though the Superintendent of Streets and the Street Committee of the Board of Supervisors have investigated the condition of Guerrero street between Eighteenth and Nineteenth, and presumably will report at the next meeting as to the condition of the thoroughfare, the property-owners on the block have not lost interest in the matter.

"The removal of the concrete tracks made yesterday regarding the condition in which he found the street when he investigated it with the Street Committee."

"I must admit," he said, "that the work was done up to specifications. The concrete was put to the contract called for, though on the other hand it was as good as that used on many other of our streets previous to the time that I had contractors beginning work so that we could have inspectors on hand to see that they do their work up to specifications."

"The removal of the concrete tracks made yesterday regarding the condition in which he found the street when he investigated it with the Street Committee."

"I must admit," he said, "that the work was done up to specifications. The concrete was put to the contract called for, though on the other hand it was as good as that used on many other of our streets previous to the time that I had contractors beginning work so that we could have inspectors on hand to see that they do their work up to specifications."

"The removal of the concrete tracks made yesterday regarding the condition in which he found the street when he investigated it with the Street Committee."

"I must admit," he said, "that the work was done up to specifications. The concrete was put to the contract called for, though on the other hand it was as good as that used on many other of our streets previous to the time that I had contractors beginning work so that we could have inspectors on hand to see that they do their work up to specifications."

"The removal of the concrete tracks made yesterday regarding the condition in which he found the street when he investigated it with the Street Committee."

"I must admit," he said, "that the work was done up to specifications. The concrete was put to the contract called for, though on the other hand it was as good as that used on many other of our streets previous to the time that I had contractors beginning work so that we could have inspectors on hand to see that they do their work up to specifications."

"The removal of the concrete tracks made yesterday regarding the condition in which he found the street when he investigated it with the Street Committee."

"I must admit," he said, "that the work was done up to specifications. The concrete was put to the contract called for, though on the other hand it was as good as that used on many other of our streets previous to the time that I had contractors beginning work so that we could have inspectors on hand to see that they do their work up to specifications."

"The removal of the concrete tracks made yesterday regarding the condition in which he found the street when he investigated it with the Street Committee."

"I must admit," he said, "that the work was done up to specifications. The concrete was put to the contract called for, though on the other hand it was as good as that used on many other of our streets previous to the time that I had contractors beginning work so that we could have inspectors on hand to see that they do their work up to specifications."

"The removal of the concrete tracks made yesterday regarding the condition in which he found the street when he investigated it with the Street Committee."

"I must admit," he said, "that the work was done up to specifications. The concrete was put to the contract called for, though on the other hand it was as good as that used on many other of our streets previous to the time that I had contractors beginning work so that we could have inspectors on hand to see that they do their work up to specifications."

"The removal of the concrete tracks made yesterday regarding the condition in which he found the street when he investigated it with the Street Committee."

"I must admit," he said, "that the work was done up to specifications. The concrete was put to the contract called for, though on the other hand it was as good as that used on many other of our streets previous to the time that I had contractors beginning work so that we could have inspectors on hand to see that they do their work up to specifications."

"The removal of the concrete tracks made yesterday regarding the condition in which he found the street when he investigated it with the Street Committee."

the order passed by the Supervisors, after promising property-owners that he would veto the measure.

I. J. Truman, president of the Columbian Bank and Trust Company, sent the following communication to the Board of Supervisors yesterday:

"Notice that Guerrero street, from Eighteenth to Nineteenth, is up before you. I know that this work was not done according to the specifications required for that kind of pavement, and if you accept the street for the city you will be giving yourselves a great injustice, besides saddling on the municipality a poor job of work which will ultimately have to be repaid out of the city's expense."

"If you take off the top bitumen you will find what should be concrete soil. It can easily be removed with a pick and shovel, while if it was made of the materials as called for by the specifications it would be hard as stone, and could only be removed with a hammer and cold chisel."

"To-day they are removing the concrete put down by the railroad company with shovels. Such work is a disgrace to the city and the officers who are guilty of accepting it. I hope you gentlemen will watch closely all such work. Property-owners all at times as they appear on the Assessor's books, should be notified when streets are to be accepted and that the Superintendent and the deputy who examined the work should each be sworn that they know the work is done according to the specifications. Their names should be held accountable if it is not."

Superintendent of Streets Ashworth was seen yesterday regarding the condition in which he found the street when he investigated it with the Street Committee.

"I must admit," he said, "that the work was done up to specifications. The concrete was put to the contract called for, though on the other hand it was as good as that used on many other of our streets previous to the time that I had contractors beginning work so that we could have inspectors on hand to see that they do their work up to specifications."

"The removal of the concrete tracks made yesterday regarding the condition in which he found the street when he investigated it with the Street Committee."

"I must admit," he said, "that the work was done up to specifications. The concrete was put to the contract called for, though on the other hand it was as good as that used on many other of our streets previous to the time that I had contractors beginning work so that we could have inspectors on hand to see that they do their work up to specifications."

"The removal of the concrete tracks made yesterday regarding the condition in which he found the street when he investigated it with the Street Committee."

"I must admit," he said, "that the work was done up to specifications. The concrete was put to the contract called for, though on the other hand it was as good as that used on many other of our streets previous to the time that I had contractors beginning work so that we could have inspectors on hand to see that they do their work up to specifications."

"The removal of the concrete tracks made yesterday regarding the condition in which he found the street when he investigated it with the Street Committee."

"I must admit," he said, "that the work was done up to specifications. The concrete was put to the contract called for, though on the other hand it was as good as that used on many other of our streets previous to the time that I had contractors beginning work so that we could have inspectors on hand to see that they do their work up to specifications."

"The removal of the concrete tracks made yesterday regarding the condition in which he found the street when he investigated it with the Street Committee."

"I must admit," he said, "that the work was done up to specifications. The concrete was put to the contract called for, though on the other hand it was as good as that used on many other of our streets previous to the time that I had contractors beginning work so that we could have inspectors on hand to see that they do their work up to specifications."

"The removal of the concrete tracks made yesterday regarding the condition in which he found the street when he investigated it with the Street Committee."

"I must admit," he said, "that the work was done up to specifications. The concrete was put to the contract called for, though on the other hand it was as good as that used on many other of our streets previous to the time that I had contractors beginning work so that we could have inspectors on hand to see that they do their work up to specifications."

"The removal of the concrete tracks made yesterday regarding the condition in which he found the street when he investigated it with the Street Committee."

"I must admit," he said, "that the work was done up to specifications. The concrete was put to the contract called for, though on the other hand it was as good as that used on many other of our streets previous to the time that I had contractors beginning work so that we could have inspectors on hand to see that they do their work up to specifications."

"The removal of the concrete tracks made yesterday regarding the condition in which he found the street when he investigated it with the Street Committee."

"I must admit," he said, "that the work was done up to specifications. The concrete was put to the contract called for, though on the other hand it was as good as that used on many other of our streets previous to the time that I had contractors beginning work so that we could have inspectors on hand to see that they do their work up to specifications."