

IS BUILT FOR PROGRESS Harbor Commissioners Call the Architect to Account.

A NEW LEAF FOR A PAGE.

Specifications Which Were Paid for Were Drawn by Engineer Holmes.

A NEW INVESTIGATION AGENT.

The Designer of the Ferry Depot Did Not Fill His Contract With the State.

While the experts are at work on the ferry foundation and the character of C. J. Stillwell, the detective, is being overhauled by the contractors, and Engineer Holmes is building up a defense of his work on the water front from the Harbor Commissioners, in the person of President E. L. Colton, are seeking for light on an important subject. The onus of the so-called investigation up to date has been unloaded on Howard C. Holmes, engineer of the board. Mr. Holmes has defended the work done on the depot foundation as if he were entirely responsible for it all, but when nailed down to an explanation of the drawings he has admitted that A. Page Brown was the father of the design. Every contractor who figured on the foundation and the superstructure knew this, as did everybody who is familiar with the workings of the water front; but in the light of the investigation which has been going on, the fact is not lost sight of entirely, was dimly obscured.

The Harbor Commissioners have been quietly working in the matter for the past few days, and they have realized that A. Page Brown, architect, has drawn nearly \$20,000, and the board wants to know for what. In an attempt to enlighten the board Mr. Colton addressed the following letter to the Commissioners' attorney on Monday.

SAN FRANCISCO, April 20, 1895. Hon. T. L. Ford, attorney for the Board of State Harbor Commissioners—Dear Sir: You will be glad to receive from me a copy of the report of the Board of State Harbor Commissioners and A. Page Brown, architect, for the designing and construction of the ferry depot and ferry house at the foot of Market street, and report to this board in writing on the following points:

Whether a fair construction of the language of the contract, such as would be put upon it by a court of justice, would justify the construction of the foundations for said Union Depot and Ferry-house, and to report to this board the result of such construction. Second, if such be the plain duty of the architect under the contract, and this board should be held responsible for the same, what legal steps are necessary to be taken to protect the interests of the State against his negligence and the damages for that which has already occurred.

Your earliest attention is solicited to this matter, as it is of much importance. Very truly yours, E. L. COLTON, President of Board of State Harbor Commissioners.

In the contract of Brown with the Board of Harbor Commissioners, it is provided that Brown was to examine and supervise the work upon said depot at all times during its progress. It is now claimed that Mr. Brown has never done this. According to the evidence, the work on the foundation and for the superstructure, but the specifications are the work of Howard Holmes. Mr. Brown was to pay for any engineering work which it would be necessary to have done in connection with the contract. All the engineering work was done by Mr. Holmes, but there is no item of this class of labor in any of Mr. Brown's estimates of the value of his own work.

It is stated in evidence that the work done on the ferry foundation have been passed upon by the State Board of Examiners. One item was \$12,500 for work done on the superstructure, and another \$10,000 for the foundation and ferry house. A strange thing in connection with both of these items is that the work on the foundation is not yet finished, and work on the depot itself has not yet been commenced. The work on the foundation was made by the old Board of Examiners, and the architect has now claims aggregating nearly \$3000 before the board composed of George Budd, Attorney-General Fitzgerald and Secretary of State Brown. It is stated on good authority that the claims of Mr. Brown will not be allowed by the board on the ground that he has violated his contract.

It is stated in evidence that the contract, which has been made public, for some reason, has never been made public. It was made when Alexander, Bassett and Brown were the Harbor Commissioners, and was continued until the present Board came into power. The contract reads as follows: This agreement made and entered into at the city and county of San Francisco, State of California, this six day of October, 1892, between Charles E. Bassett, Charles Alexander and William H. Brown, in their official capacity as members of and constituting the Board of Harbor Commissioners of the State of California, and A. Page Brown, the second party of all of the said city, county and State.

NATIVE SONS IN CHARGE.

The Grand Parlor Given the Freedom of the City of Oakland.

FIRST DAY OF THE SESSION.

Skirmishes on Some of the Most Important Issues to Be Decided.

There was no lack of evidence in Oakland, at least in the uptown district yesterday, that some event out of the ordinary was on the tapis, and the Native Sons had as good cause to be proud of the reception tendered them as Oakland had to be of the cordiality and generous character of its manifestation of welcome. On every hand the eye met streams of banners, artistically arranged flags and shields, or bunting draped in graceful folds.

Delegates and their friends began to arrive Sunday evening and last evening the visitors, including delegates, numbered between four and five thousand. Well sprinkled among these were seen badges of the Grand Parlor delegates.

While headquarters have been regularly established at the Galindo Hotel, the registration of delegates and their friends is being conducted at the Galindo Hotel, the registration of delegates and their friends is being conducted at the Galindo Hotel, the registration of delegates and their friends is being conducted at the Galindo Hotel.

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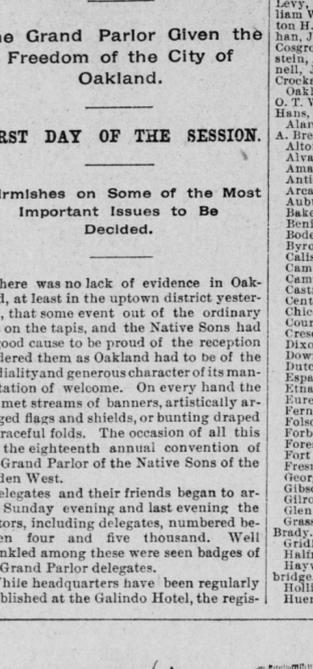
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THE GRAND PARLOR GIVEN THE FREEDOM OF THE CITY OF OAKLAND.

The Grand Parlor of the Native Sons of the Golden West has been granted the freedom of the city of Oakland by the Board of Supervisors. The honor was conferred upon the parlor by a resolution passed by the board on Monday last.

The resolution was introduced by Supervisor J. J. Fennell and was passed by a vote of 10 to 2. The resolution reads in part: "Resolved, That the Grand Parlor of the Native Sons of the Golden West be and it is hereby is declared to be a public place and shall have the same rights and privileges as other public places in the city of Oakland."

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HUNTINGTON'S PROMISE.

The Grand Jury Talks Very Plainly to the Railroad People.

LIFE MUST BE PROTECTED.

Everything That is Demanded is Promised Without Reservation.

The Market-street Railway Company promise to comply with the law requiring guards or fenders to be placed on all cable and electric cars. They have promised this some time ago, but they have not done so. The grand jury has now issued a subpoena against the company, and they have promised to comply with the law.

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DEFENDANTS WIN.

A Charter Party Suit Involving a Large Sum of Money is Finally Settled.

Starr & Co. won the suit brought against them by the Golgate Ship Company in the United States Court of Appeals yesterday. In June, 1891, the Golgate was chartered in Liverpool by Starr & Co. The charter was signed by John Joyce & Co. for the ship and by Balfour, Williamson & Co. for the California firm.

The words "charterer's surveyor" were stricken out of "competent surveyor" inserted. Balfour, Williamson & Co. objected, but when it was explained that in another instance Starr & Co. had agreed to the change, they signed the charter party. The rate agreed upon was \$38 9/16 a ton.

When the Golgate arrived here from Newcastle, N. S. W., Starr & Co. refused to load her because they could not employ their own surveyor. The Golgate was then loaded by the charterers. In the meantime freights dropped to 19s 10d a ton, and the ship was loaded by some one else at that figure. The Golgate Ship Company then brought suit to recover \$18,180, the amount of the freight contract.

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FOR THE UNEMPLOYED.

Lawyer Jeffries of Seattle Has a Plan for Their Relief.

He Would Incorporate Them Into a Co-operative Commonwealth. A large audience of laboring men listened last evening at the Labor Temple on Turk street to the presentation of a plan of practical co-operation which its promoters think is destined to satisfactorily solve the vexing question of what to do with the unemployed.

The speaker of the evening was E. J. Jeffries of Seattle, formerly a printer and later an attorney, who for two years past has given his entire attention to labor questions. His address on the subject was a able discussion, not all of which was favorable to his proposition. Another meeting to consider the scheme will be held this evening on the steps of the Mint on Fifth street.

The title given the new scheme is the "Co-operative Commonwealth." It proposes to associate the unemployed single workmen in a corporation, of which each shall be a shareholder, and in which no one shall own more than one share of a par value of \$1 cent. It aims to establish headquarters where the members shall eat and sleep. It proposes to distribute dodgers asking for orders for work and will maintain a telephone at headquarters by which such orders may be received. When work is ordered men are to be detailed to perform it and the money so earned is to go into a common fund. When the corporation becomes prosperous it is intended to pay suitable wages to all members, withholding from each a share of the profit.

This plan is a day for a reserve fund. This, when it shall become large enough, is to be used for the purchase of land upon which the unemployed may work, becoming producers instead of consumers. The speaker stated that the "co-operative commonwealth" had been started in Seattle and another in Portland, and that both were in a very prosperous condition. To get his headquarters started he proposes to solicit donations of food, bedding, stoves, dishes and so forth. Then he will set a table which shall be free to every unemployed man who desires to join the organization. He expects to meet no difficulty in securing members, because, as he remarks, hunger is a great persuader. Having joined they will be set to work, and any one who will not work will be expelled from the organization. It is a person for police attention as a vagrant.

By means of this plan Mr. Jeffries says he can care for all the unemployed, giving them wholesome food and a comfortable place to sleep at a maximum cost of \$1 a week each.

"There's no place like home" when the food is prepared with Dr. Price's Baking Powder. The executive committee of the Traffic Association held a postponed meeting yesterday, and discussed the question of disbanded or continuing as an organization. Some members argued that there was little or nothing now to be done. General Manager J. S. Leeds, who was really the head and energy of the concern in many ways, had gone East, and on that account the usefulness of the association had come to an end.

This opinion did not find favor with the majority of the committee, however, and after some discussion it was determined to continue the organization. This committee associated with it a new lease of life a sub-committee was appointed to consider in what particular respect the body could be of most benefit to shippers and importers. A week from next Wednesday the sub-committee will make its report.

Saved the Babies. A crowd of laughing, playing babies were saved from injury and possible death by the brave promptitude of Officer Wellbever late yesterday afternoon. The little ones were frolicking on the edge of the sidewalk when a runaway horse started to buggy dashed toward them. Officer Wellbever sprang to the rescue and the horse tearing down the street, but did not intend to stop it till he noticed that the animal was headed directly toward a group of children. He sprang at the horse's head, grasping one line of the bridle with his left hand, the officer was dragged thirty feet before he finally brought the horse to a standstill within a foot of the street. There he held the horse for several minutes and dismays at the impending danger.

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Advertisement for Dr. Price's Baking Powder, highlighting its benefits for baking and its safety for babies.

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