

GRAND JURY NOW AFTER THE SOLID EIGHT.

Paving Company Backed by the Southern Pacific Favored.

A SERMON IN BITUMEN.

The Street Department Investigation to Be Continued With Vigor.

SCHOOL DEPARTMENT NEXT.

Supervisors May Be Called Out to Explain Why the Pool Ordinance Has Not Passed.

Information was presented to the Grand Jury yesterday which places the "Solid Eight" of the Board of Supervisors in a bad light. The transaction may be explained to the satisfaction of the jury, and for purposes of explanation Supervisors will be called to the juryroom.

A history of the cloudy transaction as related by the complaining witness, T. J. Crossman, secretary of the Jordan Bituminous Rock and Paving Company, is decidedly interesting.

On February 24, 1894, a resolution of intention to pave with basalt blocks Gough street, between Vallejo and Broadway, was introduced in the Board of Supervisors. The property-owners did not want a stone-block pavement, so protest was entered and the proceedings stopped. They did, however, want a bituminous pavement, and entered into a contract with the Jordan Company, the price being 21 cents per foot.

On September 6, 1895, the board was petitioned by the company for a permit to pave the block with bitumen. The petition was referred to the Street Committee, which reported on September 19, denying the prayer of the petition on the ground that the grade where the bituminous pavement was desired was 10 per cent. It was held that such pavement did not, under the ordinance governing street work, be laid on a grade in excess of 8 per cent.

When this petition was denied, the property-owners themselves asked for a permit to pave with bitumen, setting forth that many precedents existed for allowing bituminous pavement on 10 per cent grades. The request of the property-owners was referred to the Street Committee, and on October 11 the committee again presented an adverse report and the board denied the petitioners.

The Jordan Company saw the property-owners, and sought to get their consent in favor of basalt blocks, but as the block in question is faced by fine residences, the owners refused to allow the stone blocks to be laid, preferring that the street should remain as it was unless they could get a smooth pavement.

For a time the subject was held in suspense, and then W. F. Hanrahan appeared on the scene. He represented to the property-owners that he could get from the supervisors a permit to pave the street with bitumen. He cautioned secrecy, and secured signatures. Meanwhile Secretary Crossman of the Jordan Company was keeping one eye on Hanrahan and the other on the proceedings of the Board of Supervisors.

On November 11 Hanrahan requested the board to pave the block in question by private contract. Nothing was said in the report as to the material to be used, but in lead-pencil mark in the margin of the petition the words "by telephone-bitumen" appear. The request was referred to the Street Committee November 14, and on November 18 the committee submitted a favorable report and the board granted the permit. The next morning the Superintendent of Streets issued the permit in due form, and the work is now going forward.

Secretary Crossman of the Jordan Company at once started an investigation in the office of the clerk of the Board of Supervisors, and ascertained that the telephone message was received by one of the clerks.

"When the petition was examined," said Mr. Russell, "no material was specified, so inquiry was made of the City Street Improvement Company." "Why did you inquire of the City Street Improvement Company?" asked Mr. Crossman.

"Because," said the clerk, "the handwriting of the petition was identical with that of a petition for another piece of work which was signed by that company."

The secretary of the Jordan Company talked with Horace Davis, Mrs. Raymond, Mr. Martin of Madison & Burke and other property-owners on the block. Mr. Martin said: "The delay in the board is due to the fact that we have six houses on the block that must be paid. If we had contracted at first with the City Improvement Company the work would be done now."

Horace Davis was sorry for the Jordan Company, but saw that the City Street Improvement Company could get a permit, and thought the work ought to be done. "Some of the property-owners dared not tell me what was going on."

Mr. Crossman said: "The Jordan Bituminous Rock and Paving Company will fight the outrage to the end. Behind the 'Solid Eight' is the Southern Pacific, and the scheme is to use material from Santa Cruz, which the railroad hauls to the town. We bring our material on our own steamers from San Luis Obispo, and the proposition is to shut us out of work. It will not win. We have engaged C. F. Hanrahan as our attorney, and will go into the courts as soon as the Grand Jury. The president of our company, J. C. Jordan, will be home from Boston next Monday, and he will take hold of this subject in earnest. The thing will be exposed and the guilty punished. Mr. Jordan is a millionaire, and has the means to fight."

The price for doing the work under the existing contract is the same as the Jordan Company offered—21 cents per foot. The president of the company is a son of the late millionaire merchant, Mr. Jordan of Boston.

All the papers and records bearing on the transaction were presented to the Grand Jury, and some eight or ten of the jurors remained for two hours after adjournment looking into the matter.

District Attorney W. S. Barnes was sent for, but as he was engaged in the Durrant case he could not respond to the request from the jury.

The jury sent the attending Deputy Sheriff for recent copies of THE CALL and Examiner.

It is well known that the Grand Jury intends to go down deeper than ever into the inside management of Street Department affairs. The witnesses summoned and the records called for clearly indicate this line of inquiry.

Jury may be drawn before January 1, but cannot begin until the existing body adjourns. There is a determination to know what influences are being used to defeat the passage of the pool ordinance in the Board of Supervisors. Information on this point will be sought for.

IT WAS A BAD TRADE.

The Liskers Are Suing to Regain Possession of Their Bartered Alameda Property.

A. A. Lisker and Caroline Lisker, his wife, are suing to have an agreement entered into by themselves and Jacob Hoeges annulled and set aside.

The agreement conveyed to Hoeges a lot in Alameda, receiving in exchange the furniture and good-will of a lodging-house at 246 Third street which Hoeges claimed to own. They also gave a promissory note for a further sum over the value of the Alameda lot and secured it by a chattel mortgage on the furniture they had received by the change. The defendant represented to them that the lodging-house was paying \$125 a month, but the plaintiffs soon found that this was untrue. It hardly pays expenses they say.

When the plaintiffs learned the true state of affairs they at once demanded the abrogation of the agreement, but Hoeges has refused and they want the courts to compel him to reconvey the property.

ALONG THE WATER FRONT.

The Gaelic Arrives from the Orient With Many Notables Aboard.

Rear-Admiral C. C. Carpenter of the Asiatic Squadron to Be Retired.

The arrival of the steamer Gaelic created quite a stir around the Mail dock yesterday morning. There were over 200 passengers, and several of them got into trouble with representatives of the Government. A Japanese woman, who was vouched for by no less a person than the Governor of Idaho, was refused a landing by the Immigration Commissioner, and a woman who said her husband had been jeweler to the royal family in Java was arrested for attempting to smuggle jewels ashore in her stockings.

Rear-Admiral C. C. Carpenter of the Asiatic squadron and several other notables also arrived, and it kept the officials busy attending to them. The cabin passengers were:

M. Beggally, Rear-Admiral C. C. Carpenter, Mr. and Mrs. J. F. Elliott, F. H. Loring, M. E. Quackenbush, Mrs. E. C. Wright, C. V. Bose, Captain G. W. Connor, Monsiegnor Ignace Monte de Ocas, F. H. Olinstead, Mrs. W. B. Moore, J. W. Woynton, D. H. Blake, James D. Garson, Rev. J. R. Macmurtrei, Mrs. E. Simpson, child and maid.

Admiral Carpenter has reached the age limit, and next February he will be retired. He will be succeeded by Commodore F. V. McNair, who leaves for Hongkong on the steamer Rio de Janeiro to-day. In the meantime Captain Benjamin F. Day of the Baltimore is in command, but as the cruiser was to sail for San Francisco to-day Captain John J. Read of the Olympia would be ranking officer until the arrival of Commodore McNair. The crack cruiser was at Yokohama on November 9, and is now probably in Chinese waters.

Mrs. Sampson, another passenger, has come to San Francisco to meet her husband, who is a lieutenant on the Baltimore.

When it came to landing the Japanese passengers the strange incident occurred. They had considerable trouble with one of the women. A good-looking girl claimed to be the wife of Edwin T. Kanazabara, and said she was going to join him. Her story was not believed, and a proof was demanded. She produced a copy of an affidavit, which had been sworn to before a notary public, setting forth that she was the affianced wife of Kanazabara, and was coming from Japan to join him. This was signed by W. McCannel, Governor of Idaho. The affidavit did not have much weight with the immigration officer, and the woman was held pending further investigation. Gaffney has sent word to the Governor of Idaho, but thinks the woman is a fraud, and says she is intended for a disreputable house.

Ando and his wife also came back. The couple will be remembered by almost everybody who visited the Japanese bazaar during the Midwinter Fair. One night the couple had a row and Mrs. Ando stabbed her husband and nearly killed him. Since his recovery they have lived in peace and quietness. They will see an engagement in one of the San Francisco variety theaters.

The Gaelic has an enormous quantity of freight, nearly all of which is for Eastern ports. Captain G. W. Connor of the Japanese steamer Sagami who is making a flying trip to San Francisco, says there is over 3500 tons aboard. It will all be got out on time, however, and the steamer will get away on her regular sailing date. The report that Captain Walker of the Belcher had been believed is declared unfounded by the officers of the Gaelic. They say that he is still in command and has been ordered to bring the steamer to San Francisco.

Captain Dan Haskell resumed command of the big Spreckels steamer Fearless to-day. He has been on the sick list for over a month and made a trip to Honolulu for his health. He is now considerably better and is expected to return to his post. As a result of his return there will be many changes in the Spreckels service. Captain Clem Randell will return to the Vigilant, Captain John Silovich to the Reliance and Captain J. Hawley will go as mate of the Fearless.

The Harbor Commissioners did not meet yesterday. Commissioner Chadbourne was away and President Condon was in his office. The commissioner of the Belcher had returned from his trip to the interior, but was informed that there was to be no meeting, so he did not put in an appearance. A meeting of the full board will be held next Tuesday.

The Stockton steamer is having a hard time of it just now. The river is very low, and at almost every bend the boats go aground. In consequence they are sometimes five and six hours late. Captain McMurry of the steamer is expected yesterday that if the heavy rains did not come soon the steamers would have to tie up. The Peters brought down nearly 150 passengers yesterday. Chrysoemene, which sailed from San Francisco for Queenstown on July 4 last, had a terrible experience. She was caught in a hurricane, and some of her spars were carried away and the rigging damaged. Her masts were sprung and her decks opened. Part of her cargo was jettisoned and the remainder damaged, as the vessel sprang a leak.

Later advices received by the Merchants' Exchange go to show that the American ship Belle O'Brien was within sixty miles of port when she went down. The underwriters were paying 90 per cent to reinsure her, and the men who took the risk must have been very much chagrined when they heard how near a vessel was to being lost. To Grace Church she left \$500 for a pew to be kept for the use of her son and other members of her family. To Charles Gridley Toland she left \$2000. To Mary L. Earl she left a like sum; to the San Francisco Art Association she left the original picture of her published books and also the income from all her works. The residue of her estate she left in equal shares to her brothers, John W. C. and George Morrison, and to the families of each of two deceased sisters.

Hon. Snow bonnets. Alma E. Keith, 24 Kearny st.

Carmichael-Carr, pianist, and Sigmund Beel, violinist. The text will be English, the composers eminent modern writers. Much interest is being taken in these concerts.

CURING THE PRUNE.

An Interesting Discussion by the State Horticultural Society.

At a meeting of the State Horticultural Society yesterday there was a long and interesting discussion upon the methods of drying prunes. It started from the reading of a report made by the secretary regarding an investigation undertaken by the experimental station at Berkeley. F. T. Bioletti had been detailed by Professor Hilgard to investigate the various phenomena in the prune drying in the San Jose region. He read the report of his observations on defective forms occurring during the drying process.

Professor Hilgard said that he thought that any mechanical rupture of the skins should be in the form of slitting and not merely pricking, because the mere puncture soon closes with dried juice. The needles of the stitching machine should be inclined uphill toward the rolling fruit, so as to insure the slitting. Pricked prunes he considers handsomer than any lye-dipped prunes and resemble the finest French article.

The question was asked by J. Z. Anderson as to which has the best keeping quality, dipping or pricking. Major Will A. Coulter stated that he had used both processes and that it takes twice the time to dry the pricked prunes. Pricked prunes suffer loss of juice by exudation and loss of weight, and they require many more drying trays and ground.

J. A. Wilcox claimed that good pickers do not tear the skin, and of the two systems he favors pricking to dipping. John Markley was of the same way of thinking and added that the fruit must not be forced through the machine too fast. If properly cared for, it is difficult to distinguish between the prunes cured by the two processes. A discussion of the two processes was entered into by Messrs. Cunningham, Anderson, S. P. Saunders, B. N. Rowles, Ramsay, Professor Hilgard, Major Coulter and others.

The subjects selected for the December meeting were "Pruning of Prune Trees," by S. P. Saunders of San Jose, and "Boxes vs. Sacks for Packing Dried Fruits," by B. N. Rowles of San Francisco.

LEAGUE OF THE CROSS.

Company A Entertains the Members and Friends With an Excellent Programme.

The entertainment and competitive drill under the auspices of Company A Gate Hall was a decided success. There was a large attendance of the members and friends of the league. The following was the programme:

Overture, orchestra; remarks, Captain F. S. Drady; "Cathedral Cadet March," A. R. Cunha; reading, Miss Eugenie Gonzalez; soprano solo, "For All I Ask," Miss Sullivan; violin solo (Miss Mabel Crabtree, accompanist), Miss L. McNairy; instrumental trio, Mrs. Vincent, and the other members of the quartet; "Mazurka de Concerto," Frank Hess (Miss J. Heffernan, accompanist); contralto solo, "How Can I Forget Thee?" Miss Nellie Gallagher (Mrs. Lizzie W. Dray); soprano solo, "National Airs"; baritone solo, James A. Fogarty; "Reminiscences of Camp York," Company A Glee Club.

NEW IRISH MOVEMENT.

Two Councils of the National Alliance Organized in This City.

After Finishing the Work in San Francisco Other Places Will Be Invaded.

The Irish National Alliance is making rapid progress in the way of organizing its forces. Its plan is to district the City and form councils in the different districts rather than to establish one central body. By this means it is thought that the idea of the National Alliance, which is to everywhere unite the Irish people in the cause of Ireland's liberty, can best be served.

After organizing in the City an effort will be made to form councils in other cities and towns of the State. The leaders of the movement are hopeful of extending the alliance over the entire coast, and if the same measure of success is achieved elsewhere as in San Francisco, the movement will be realized. Anyway the movement is well under way and the membership of the two councils already formed is daily increasing.

The O'Neill Council has just been organized with the following officers: P. J. O'Neill, president; George Egan, vice-president; James Loughery, recording secretary; John Murphy, treasurer. This council starts out with a large membership. The charter of the National Alliance provides that ten members can form a council.

The Emmet Council has for its officers: Thomas D. Crowley, president; John Doyle, secretary; Matt O'Donnell, treasurer; W. P. Hannon, recording secretary. The objects of the alliance are to work for the national independence of Ireland and to give aid to the National Alliance, which is opposed to Parliamentary agitation, which it regards as a failure.

WILL OF MRS. TOLAND.

She Leaves an Estate Worth About \$100,000 to Her Relatives.

A Tract of 390 Acres of Land in Solano Constitutes the Bulk of the Property.

The will of Mary B. Toland, widow of Dr. Toland, founder of the Toland Medical College, has been filed for probate. Accompanying the will is a petition for its probate, submitted by Hugo H. Toland, her son.

The petition estimates the value of the estate to be about \$100,000, \$90,000 of which represents the value of a tract of land in Solano County, containing 390 acres.

By the terms of the will the testatrix directs that during the terms of the leases of the Solano County tract the rents shall be collected by the firm of Mastick, Belcher & Mastick, and when the leases expire the land is to be sold. One-half of the proceeds thus obtained are to be paid to her son, Hugo Toland, and to him also are given her works of art and tapestries.

From the residue of the proceeds of the sale of the ranch she directs \$1000 to be paid to Edwin B. Mastick for his services in setting up the estate, and she directs further that he secure to himself a competent person to take charge of the tract. To Grace Church she left \$500 for a pew to be kept for the use of her son and other members of her family. To Charles Gridley Toland she left \$2000. To Mary L. Earl she left a like sum; to the San Francisco Art Association she left the original picture of her published books and also the income from all her works. The residue of her estate she left in equal shares to her brothers, John W. C. and George Morrison, and to the families of each of two deceased sisters.

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REAR-ADMIRAL McNAIR.

The New Commander of the Asiatic Squadron on Possible Troubles.

DOUBTFUL WHAT MAY OCCUR.

He Holds a Long Conference With Retiring Rear-Admiral Carpenter.

Rear-Admiral F. V. McNair, the newly appointed commander of the Asiatic Squadron to succeed Rear-Admiral Carpenter, is at the Occidental. He will sail to-day on the Rio for his post.

Rear-Admiral Carpenter also arrived in the City yesterday. He came on the Gaelic from his former post at Nagasaki, and only stayed here two hours, when he pushed on toward Washington. He is to be retired in February.

During the two hours that Rear-Admiral Carpenter was here he and Rear-Admiral McNair were busy discussing the situation on the coast of Asia. The recent great victories of Japan were alluded to, as well as the possibility of Russia's attempt of



REAR-ADMIRAL F. V. McNAIR, THE NEWLY APPOINTED COMMANDER OF THE PACIFIC SQUADRON.

a conquest of the peninsula, as told by late dispatches. Naval matters in Washington and elsewhere in the United States were also briefly discussed. It was an interesting meeting.

"I was very glad to be able to see and talk to Rear-Admiral Carpenter," said his successor of the Pacific squadron afterward. "I have hitherto spent some days as commander of the Kearsarge and Omaha on the Asiatic Coast, and I went out there originally in 1857, at the time of the first treaty, so I understand that coast pretty well."

"But notwithstanding this I learned much from the rear-admiral of much interest to me concerning the present situation. He has lately been making his headquarters more at Nagasaki than at Yokohama, so he told me, and that will be my headquarters also."

There are eleven American war vessels in the Pacific squadron now, but one of these, the flagship Baltimore, will soon arrive here.

"As far as I can learn there is nothing strikingly new in the situation on the Asiatic coast. The dispatches that have been published from time to time lately have kept the people pretty well informed, except as to the things that were in embryo."

"So far as the chances for any trouble taking place out there are concerned, no one can tell. These things often spring up suddenly, like the outbreak of a mob, and the only thing to do at such a time is to be prepared to nip them in the bud."

"I know of nothing that may occur soon. Still nobody can tell what might happen. For several years past I have been stationed at Washington. I was superintendent of the Naval Observatory there for four and a half years, and for the past year I have been president of the naval examining and retiring board."

"It is pleasant to be here once more. I was stationed at Mare Island, as you are aware, in 1886 and 1887, and I passed through here once in 1890, but did not have time to see much of the City. With California and the coast I have for a long time, however, been pretty familiar."

The rear-admiral is a very pleasant talker. He is 56 years old and has had a notable career. He served on the Minnesota, in the East India squadron, after graduating at the naval academy. He became a lieutenant in 1861, was transferred to the Iroquois and took part in the bombardment of Fort Jackson and Fort St. Philip, the capture of New Orleans, was in the passage both ways of the Vicksburg batteries and helped destroy the Confederate ironclad Arkansas.

He was also in the attack on Fort Fisher, and after the war was in the Brazil and South Atlantic squadrons. In 1872 he became commander of the Kearsarge and afterward of the Portsmouth and Omaha. He is a man of magnificent size and fine presence.

The new commander of the Asiatic squadron said he regretted that he could not stay here longer. He will make no stops while en route to Nagasaki. A great many persons called on the veteran naval officer yesterday.

CLIPS ON A TWINKLING.

New Device for the Fire Department Invented by a San Franciscan.

It Consists of a Set of Harness Which, It Is Claimed, Can Be Adjusted With Safety and Speed.

Chief Sullivan of the City Fire Department is having a new device placed in engine-house 2 on Bush street.

It consists of a combination of improvements upon fire-department harness, the joint work of Thomas Murphy, an engineer at engine-house 16, and E. P. Smith, a Boston mechanic who was sent here eight years ago by the John Souther Company of Boston to operate the steam shovels of the San Francisco Bridge Company. The device is being exhibited by the latter at 19 City Hall avenue.

Fire experts from the East have endorsed the Chief's choice and pronounced the in-

vention unsurpassed in its adaptation to the needs of a city fire department.

Mr. Murphy has patented most of the device, and it is to be made on the combination, but they have been brought to a state of perfection during the past eight months by the almost unremitting labor of Mr. Smith. It is said the improved harness and apparatuses may be obtained after the manufacture has begun, at the same price as those now in use.

The improved apparatus is shown on dummy horses in the extempore fire department fronting the City Hall, and is attracting a crowd of interested mechanics as well as "fire ladders."

"We do away with the ropes and pulleys overhead and big weights at the side of the building," said Mr. Smith, as he pointed to the 10 and 12 inch wheels, adapted respectively to low and high ceilings, from which depended a Y-shaped hanger of one-half and three-eighths inch gaspipe, covered with steel, which, attached to the wheel by means of a light mixed wire cord, formed the spring-balance device for the present cumbersome system of blocks and ropes. By means of this the breeching falls directly overhead upon the horse without the use of straps drawing it to one side. The ordinary fire department harness is used to show how the articles invented may be adapted to it.

The lock by which the collar is fastened consists of the steel imitation of nature's ball and socket joint. It is without a spring, yet by means of the stem striking the dog and thus forcing it into a slot forms a solid lock, yet one which the pressure of a finger on the spoon releases.

The rods and release cutoff, whereby the collar acts as a weight, pushing the cutoff to the link at the end of the bar, releasing the collar, is another device considered by Fire Department Commissioners as admirable.

Hand and self lockers are provided, the

former almost equaling the latter in speed. The self-locker, which can be speedily adjusted, is an aluminum casting joint, light and easily wrenched, and is made by compressing the harness from the panting animal, returned from a battle with the red demon.

A patent snap, forming a perfect lock, and a device for adapting the draft to a horse's shoulder, the draft being varied according to the quarter, are also being screw working through a roll on the draft clips, thus preventing sore shoulders for the equines, are among the features of what competent judges pronounce a harness of the most complete and up-to-date known as the San Francisco improved fire-harness.

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