

LIVING COAST LINE

Merchants' Committee Starts Inquiry Concerning a Custom of Southern Pacific

BUSINESS BEARS CHARGE

Rule That Relates to State Wharves Used to Yield Income to Railway Company

Business men are complaining because the Southern Pacific Company exacts payment for State tolls on shipments of goods, passing over the coast division of the company, in which the trade of this city is concerned.

A State toll has long been levied by the Harbor Commissioners on goods that cross the wharves of the State in San Francisco. The purpose is to provide money for the maintenance of the wharves. There are no State wharves on the coast division of the Southern Pacific Company and the freight on that division, consequently, travel over none of the State property.

The merchants are inquiring concerning the destination of the money collected by the railroad people for State tolls on the coast line. In a year it amounts to a large sum.

After some consideration a committee has been appointed to inquire into the entire subject. There is no question that the charge is uniformly made upon the shipments by the coast division. The freight bills received by the merchants supply evidence on that point.

The stirring up of the question of State tolls may have consequences of wide scope. The public is interested, but not more keenly than the Santa Fe Railroad Company. The toll that is collected on the coast division is five cents per ton, or one cent for each 400 pounds or fraction thereof.

Its advantage would be to the corresponding disadvantage of the Santa Fe and, in the long run, would result in giving the coast division a large freight business. A report may soon be received from the committee that is making the investigation into State tolls.

STATEMENT OF THE CONDITION AND AFFAIRS OF THE COMMERCIAL UNION ASSURANCE COMPANY (Limited)

OF LONDON, ENGLAND, ON THE 31ST DAY OF DECEMBER, A. D. 1903, and for the year ending on that date, as required by the Insurance Commissioner of the State of California, in accordance with the provisions of sections 610 and 611 of the Political Code, condensed as per bill furnished by the Commissioner:

Table with columns for Assets and Liabilities. Assets include Real Estate, Loans, Cash, and Investments. Liabilities include Losses and Expenses. Total Assets: \$4,294,731.91. Total Liabilities: \$2,910,531.38.

Net cash actually received for Fire Premiums: \$2,864,701.53. Net cash actually received for Marine Premiums: \$3,056.78.

To Turn Over the Alton. The capsized derelict remains of the explosion-shattered oil steamer Alton have been turned over to the U. S. Fish Commission.

Cargo of Nitrate. The British bark Aldgrith, Captain McClellan, which arrived Thursday night, sixty days from Caleta Buena, brought 24,864 bags of nitrate.

Laura Mason Sails Again. The schooner Laura Mason, which sailed Thursday for St. Lawrence Island and returned to port on account of her deck lashing carrying away, yesterday resumed her voyage.

Breakwater Alongside Wharf. The Spreckels steamer Breakwater, which has been remodeled to fit her for service in the coast trade, docked yesterday at Pacific street wharf and is ready June 8 for her first trip to Coos Bay.

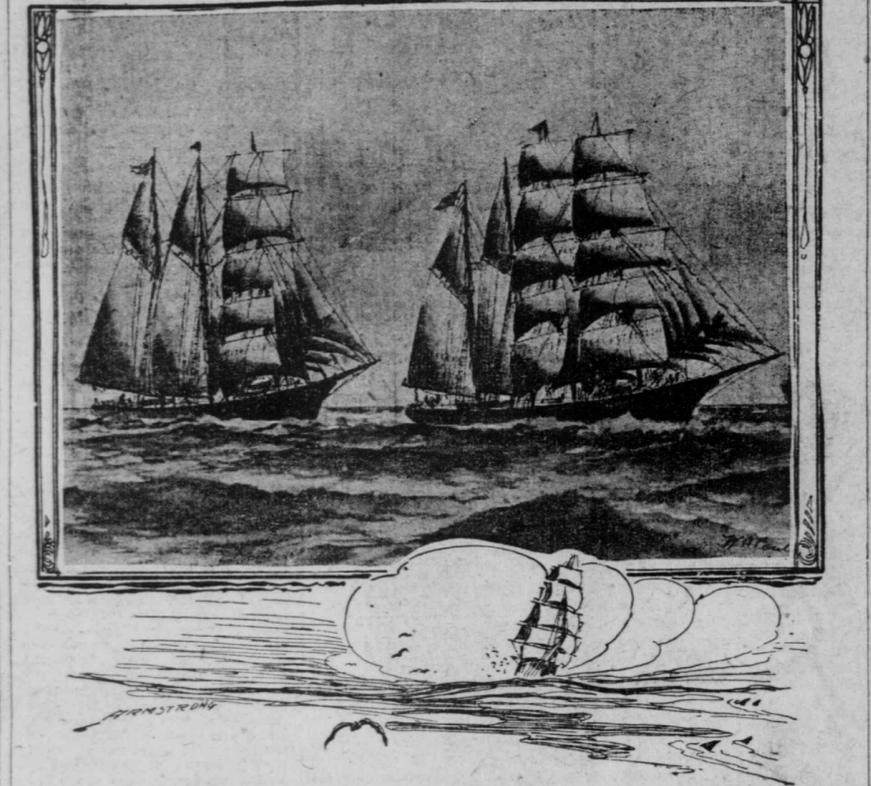
Notice to Mariners. POINT DUME, CALIFORNIA. Notice is hereby given that Point Dume whistling buoy, painted red and marked "P. Dume" is black, heretofore moored about 1/4 mile S. by E. from Point Dume, southeast of California, has gone adrift. At last accounts the buoy was between that point and Port Los Angeles. It will be replaced as soon as practicable.

Sun, Moon and Tide. United States Coast and Geodetic Survey—Time and Height of High and Low Waters at Fort Point entrance to San Francisco Bay. Published by official authority of the Superintendent.

C. F. MULLINS, Pacific Coast Manager, 416-418 California St., SAN FRANCISCO, CAL.

MARY ME INSURANCE WORLD IS ANXIOUS ABOUT OVERDUE SHIP LEYLAND BROS.

She Is Bound From Newcastle, Australia, and Is Now Out 132 Days for Salina Cruz---Damage by Storm Is Not Feared, but Cargo Is Coal, Which Grows Dangerous as Trip Is Prolonged



BARKENTINE CORONADO AND THE BARK OLYMPE, WHICH ARRIVED YESTERDAY FROM HAWAIIAN PORTS WITH LARGE CARGOES OF SUGAR. THE CORONADO CAME FROM HONOLULU IN TWENTY-THREE DAYS. THE OLYMPE WAS NINETEEN DAYS COMING UP FROM KAAHANA.

The marine insurance world is beginning to show some anxiety for the safety of the British ship Leyland Bros., which is making an exceedingly long passage from Newcastle, Australia, for Salina Cruz. Salina Cruz is difficult of access for sailing vessels and the Leyland is not the kind of ship to make much progress in the light airs so frequent in the region of her destination.

The Leyland Bros. has been at sea 132 days and yesterday the rate of reinsurance paid on her was advanced to 30 per cent. She is a vessel of 2238 tons register, was built in 1886 at Southampton and is well known at this port.

The Conemaugh is now considered a hopeless risk. She is out ninety-seven days from Caronel from New York. Conemaugh and Lamorna are quoted at 10 per cent. The rate on the Laura remains at 75 per cent and the Crown of Germany at 10 per cent.

Alameda Will Sail To-Day. The Oceanic Steamship Company's liner Alameda, Captain Dowdell, will sail at 11 o'clock this morning for Honolulu.

Honolulu Packets Arrive. The barkentine Coronado and the bark Olympe, loaded with sugar from Hawaiian ports, arrived yesterday. The Coronado, Captain Porter, was twenty-three days coming up from Honolulu.

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Shipping Intelligence.

ARRIVED. Friday, June 3. Stmr Del Norte, Payne, 32 hours from Crescent City.

Stmr F. A. Kilburn, Jahnsen, 7 hours from Point Arena, Friday, June 3.

Stmr Columbia, Doran, 71 hours from Portland, via Astoria 45 hours.

Stmr Cranwood, Swanson, 15 hours from Mendocino.

Stmr North Fork, Nelson, 23 hours from Eureka.

Stmr San Pedro, Rasmussen, 22 hours from Point Arena, Friday, June 3.

Stmr Maggie, Corning, 4 hours from Halfmoon Bay.

Stmr Coronado, Potter, 23 days from Honolulu.

Bark Olympe, Evans, 19 days from Kaanapali, Maui, Hawaii.

Schr Ida A. Campbell, 5 hours from Point Reyes.

Schr R. W. Bartlett, Nielsen, 11 days from Port Ludlow.

Schr Phillipine, Frederickson, 9 days from Tacoma.

Schr Sacramento, Gruggell, 5 1/2 days from Sluisk River.

Stmr Whittier, Dickson, Portland; Union Oil Company.

Stmr Panama, Swanson, Eureka; P. C. S. Co.

Stmr Coos Bay, Johnson, San Pedro and way ports; P. C. S. Co.

Stmr Alexander, San Diego and way ports; P. C. S. Co.

Stmr U. S. Star, White, Alaska.

Stmr F. A. Kilburn, Jahnsen, Rogers Landing.

Stmr Maggie, Corning, Halfmoon Bay.

Stmr Arizona, Lyons, Seattle, Honolulu and New York.

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POLICE GUILTY OF CONTEMPT

Judge Cook Imposes a Nominal Fine of \$1 Upon Detectives Dinan and Wren

PURGES CLERK NORMAN

Rules Formulated for the Guidance of Officers in Rearresting a Prisoner

Judge Cook adjudged Detectives Dinan and Wren guilty of contempt yesterday and formally laid down rules to the effect that a prisoner after being discharged on a writ of habeas corpus must not be rearrested within the confines of the Hall of Justice, and that they must not withhold from the court any information they have against a prisoner.

The Judge's action was due to the arrest of William B. Kennedy, alias Richard Jackson, alias "Yellow," one of the thugs arrested for the murder of Policeman Eugene C. Robinson on the morning of January 21, 1902, after his discharge on Thursday on a writ of habeas corpus. The arresting officers were Detectives Dinan and Wren. They and Frank H. Norman, clerk to the Chief of Police, were cited to appear for contempt of court.

When the case was taken up yesterday morning Assistant District Attorney Harris filed the answer of the respondents, Dinan and Wren, to the effect that the arrest was made outside the courtroom; that it was not made in flagrant violation of any order of court, but was made after court had adjourned, for a felony. Clerk Norman denied that he advised the arrest of Kennedy and was purged of contempt.

The Judge said the courthouse was the courtroom, and that the passage-way into the courtroom was as much a part of the courtroom as the courtroom itself. In the Kennedy case an order had been made asking the police if they had any cause to show why the prisoner should not be discharged, and they had answered in the negative. One of the respondents was in court, and the other was standing at the door waiting for the result of the habeas corpus proceedings before arresting the defendant. If they had made their intention known to the court the prisoner would have been discharged and could then have been rearrested. It was trifling with the court to withhold that information.

Dinan and Wren were called and they testified that they had no intention of violating the order of the court. There was a direct contradiction between Wren and Attorney Newberg, and Wren threatens to have Newberg arrested for perjury.

The Judge said that if the police had cause for holding the prisoner it should have been made known at the time of the hearing. The fine would be nominal, but if anything of the kind happened again it would be considered a flagrant contempt of court. He would convict the respondents, Dinan and Wren, of contempt and would fine them \$1 each. A stay of thirty days was granted, as an appeal may be taken to the Supreme Court.

Associated Charities Affairs.

The council of the Associated Charities met yesterday, when the finance committee suggested various plans for the collection of this year's income. Each member was asked to make himself responsible for \$100. Fairfax Wheelan announced that \$2400 would be needed in addition to the society's income to carry out the work this year. The income had been largely increased, but not sufficient to keep up with the growth of the society.

Verdict in Elevator Case.

Coroner Leland held an inquest yesterday upon the body of Charles Hood, the 15-year-old delivery wagon driver for Hale Bros., who was caught in the freight elevator of the establishment and crushed to death on May 18. The testimony showed that the boy had no business on the elevator, but was skylarking there when the accident happened. The jury returned a verdict of accidental death and added the following recommendation: "We recommend guards on elevator, or other passengers."

Notice to Passengers.

Baggage transferred to and from all trains, strainers, etc., at low rates. One trunk (single trip) 35 cents; round trip 50 cents. Merton Special Delivery, 305 Taylor, 450 Market, Oakland Ferry Depot. Phone Exchange 44.

Loop Head.

Loop Head—Passed June 2—Br ship Monkbarns from Limerick for New York.

Advertisement for Carter's Little Liver Pills. Includes text: 'Genuine CARTER'S LITTLE LIVER PILLS must bear Fac-simile Signature of Carter's Little Liver Pills. Absolutely Cure BILIOUSNESS, SICK HEADACHE, TORPID LIVER, FURRED TONGUE, INDIGESTION, CONSTIPATION, DIZZINESS, SALLOW SKIN. They TOUCH the LIVER. Small Pill. Small Dose. Small Price.'

RAILWAY TRAVEL. Trains leave and are due to arrive at SAN FRANCISCO. From June 1, 1904. Ferry Depot (Foot of Market Street).

Advertisement for California Limited to Chicago. Includes text: 'CALIFORNIA LIMITED TO CHICAGO LEAVES MONDAYS and THURSDAYS at 9:30 a. m., through in 3 days, with dinner and all trappings.'

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Advertisement for Dr. Jordan's Great Museum of Anatomy. Includes text: 'VISIT DR. JORDAN'S GREAT MUSEUM OF ANATOMY. The Largest Anatomical Museum in the World. Workmen of any contracted disease need the study of anatomy.'

Advertisement for Mt. Tamalpais Railway. Includes text: 'Mt. TAMALPAIS RAILWAY. Leave San Francisco (Foot of Market St.) Arrive San Francisco (Foot of Market St.)'