

TUNNELS AND SUPPLIES.

The Street Committee and the Contractors.

The Street Committee of the Board of Supervisors has heard the argument of the Horner's Addition property-owners, who want Twenty-ninth street opened to Mission street by a tunnel under the Southern Pacific Railroad Company's track. It was represented that the railroad company were at work opening Duncan street at its intersection with their road, and they would also open the Twenty-ninth-street excavation, without cost to the city, if the Board would simply make the necessary order. A stout man, in an Arctic ulster, forcibly and ingeniously remonstrated against the Board longer permitting the San Jose track, which is now the only clean thoroughfare from the locality, and which he represented being used by children going to school and children were amper, not to speak of its inconvenience as a trysting place for all the lovers of Bernal Heights and Concessionville. "Why it was only last week gentlemen," said he, warning up, "that a man was killed in that very track." But the only person impressed seemed to be the committee's clerk, who mechanically made a note of the casualty. The many obvious advantages to be derived from a tunnel at Twenty-ninth street, and the disadvantage of an opening at any other point having been debated, by this and other gentlemen, Mr. Haley, for the railroad company, explained that some of the residents had once petitioned for an outlet by Earthquake street. When they all agreed on Twenty-ninth street the company would do the work. There being no further chance for argument, the matter of a horse cart at Mission and Twenty-ninth streets, also petitioned for, having been lost sight of in the heat of the discussion, the parties were dismissed, to wait outside for the committee's decision, which was that a resolution to open Twenty-ninth street be presented to the Board.

BIDS FOR SUPPLIES.

Bids for furnishing supplies to the Street Department next furnished a fund of argumentative conversation of the committee. Messrs. Molineux and McKew were for a strict construction of the requirement in the specifications advertised by the Board, requiring contractors to be bona fide dealers in the articles contracted for. Messrs. Parish, Curmany and Russ were of the opinion that street contractors and others who deal largely in material should be accepted as dealers as well as those who make a specialty of a trade in certain articles. All agreed, however, that Wignmore, a lumber dealer, who offered redwood and pine 40 cents per thousand lower than the next lowest bidder, was not strictly a dealer, upon Mr. Kennedy's information that Wignmore does not belong to the Lumber Dealers' Association. Pope & Tabat obtained the contract at \$22.40 per thousand, Mr. Russ protesting, however, that he thought it better to reject all the bids, and to buy lumber, when necessary, in open market. Upon Mr. Kennedy's advice that "owing to the great foreign and home demand it is safe to predict a rise in prices" the contract with Pope & Co. was agreed to.

A TECHNICALITY.

J. W. McDonald, the lowest bidder, was awarded the contract for basalt paving blocks at \$300 per thousand; curbs, 70 cents per lineal foot; crosswalks, 57½ cents per lineal foot; gravel, 65 cents; but upon his transmission that he only dealt in cement occasionally, Davis & Cowell were selected to furnish that article at an advance of 30 cents per barrel on his figures.

The matter, who are regular dealers? was again warmly debated, Mr. Russ holding that G. Rausch was a responsible bidder for brick, and should have the contract, since his figures were very much lower than those of P. Cadac, who offered them at \$50.00. Mr. McKew's objection that they had better let the matter rest here a week finally obtained, and the committee adjourned after a disagreement on the proper description of that article of brick technically known as a clinker, and agreeing to certify street repairs recommended by the Superintendent of Streets.