

The Call

SATURDAY, OCTOBER 30, 1897

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THE MAYORALTY OF NEW YORK.

THE death of Henry George, candidate of the Jeffersonian Democracy of Greater New York for Mayor, will probably strengthen the Tammany candidate.

Greater New York was created by a Republican Legislature and Governor for the purpose of redeeming the population of Manhattan Island and vicinity from the rule of the Tammany bosses.

Political power in Greater New York has been differently distributed under the charter which will go into effect in January. The new system is founded upon the English borough idea, and with the enforcement of civil service rules it is thought a great deal of the corruption heretofore promoted by the Tammany bosses in the distribution of the offices may be checked.

The death of Henry George is, therefore, in the nature of a providential visitation to Tammany. It removes a disturbing influence from the canvass and tend to solidify the Democratic vote. Probably General Tracy and ex-Mayor Low will divide the Republican strength throughout the territory of the new city, and if any Democrats vote for the latter they will be so few in number as to make no practical difference in the result.

Local Democrats have two central committees now, but are haunted by the fear that this number will not be enough. In view of this circumstance the efforts of these committees each to eliminate the other constitute a spectacle little less than pathetic.

Even the doctors who do not indorse the new consumption cure will have to admit that the patients cured by it still possess the right to think it a good thing.

Perhaps Uncle Sam hesitates about the purchase of Carnegie's armor plant because of a lack of desire to embark in the manufacture of biwholes.

It may have been noticed that the shrinkage in the Pullman fortune has not been vouched for by anybody who knows anything about it.

Nothing now seems to be lacking but a council for the purpose of vindicating Miss Overman.

A CHECKMATE FOR SALISBURY.

REPORTS from Washington to the effect that the conference between the United States, Russia and Japan on the seal fisheries has about reached an agreement give us reason to believe we are at last to get this controversy settled in a way that will be thoroughly satisfactory.

The present administration is pledged to promote American shipping by reviving the original American policy of discriminating duties on goods imported in foreign ships.

If the conference succeeds in reaching the agreement that is now so confidently expected the United States will hold a commanding position in the diplomatic game with Great Britain.

Salisbury for reasons of his own, and for certain advantages he thought would be thereby gained for his Government, declined to take part in a conference on this question, unless the parties to it were limited to the United States and Great Britain.

Our Government, therefore, was compelled to arrange for two conferences. One with the two nations Salisbury wished to have excluded, and the other with Great Britain separately. The first is in a fair way to yield results that will make the second an affair of formality only.

It is difficult to see how Salisbury can escape from the checkmate that has been prepared for him, or rather which he prepared for himself, by refusing to take part in the conference with Russia and Japan.

The United States certainly will not in the second conference arrange with Great Britain terms different from those she has just arranged with the other powers. It seems, therefore, that Salisbury in seeking to exclude others from the decisive conference has excluded himself from it.

The seal question is to be settled by the United States, Russia and Japan. Great Britain is out in the cold and all she can gain from the coming conference with us is to learn how the thing was done.

THE PROTEST OF WORKINGMEN.

MEN who are indifferent to the menace of Chinese immigration may be indifferent to the schemes of those who propose to annex Hawaii with its hordes of coolie laborers, but there is no indifference in the minds or the hearts of those who understand all that is at stake on the issue.

It is particularly true of the workingmen of the Pacific Coast. They know what coolie competition means for white labor, and are watching the progress of the annexation scheme with close attention.

It is evident that before long the voice of labor will make itself heard on this question. Some of the more far-seeing members of labor unions have already declared themselves with great earnestness against the annexation programme, and their words have found a cordial response from the majority of their fellow-workmen.

In Los Angeles the Labor Council has arranged to hold a mass-meeting to protest against annexation. It is a foregone conclusion that the meeting will be largely attended and thoroughly representative of the intelligent and patriotic workingmen of that city.

The example set there may even be followed in all parts of the Union where Chinese labor has been felt in competition with white labor, and where wage-workers know from past experience all the danger there is in a scheme which will admit at once 20,000 Chinese and open the door for an unlimited number hereafter.

It is in fact a serious problem that faces us. The annexation of Hawaii will bring to America a multitude of evils. It will add to our voting population a mixed race whose members do not agree with one another, and among whom election frauds would be common; it would entail upon us the government of a people without their consent; it would expose the sugar and fruit industries of California to the competition of coolie labor in the islands, and, as our workingmen foresee, it will open the way for coolies now in Hawaii to come to California and in all probability afford a means for thousands of others to enter.

It has been difficult to prevent open Chinese immigration to this country, even while the doors of admission are at our own ports. It has been thus far found impossible to exclude them altogether. They come in sometimes by sneaking across the southern or northern border, sometimes they get in by frauds and bribery, and sometimes they are admitted on legal technicalities by judges who are more or less favorable to Mr. Huntington's opinion that we ought to have more cheap labor.

The fact that these various means of admission exist in our own ports despite the vigilance of our people is a warning of what will happen when the door of admission to the United States is moved from our home ports to the far-off islands of Hawaii.

It is not strange that workingmen should protest against the coolie scheme, nor is it strange that the Labor Council of Los Angeles should be among the first to make itself heard on an issue of such importance to the welfare of workingmen. Los Angeles has always been a live city, and her workingmen are as swift to act as any other class of her intelligent and progressive people. They do not sit idle and let evil come upon them without making an effort to resist.

On the contrary, they are alert, ready and prepared always to act together for the good of their order and the country at large. It is for that reason they have called the proposed mass-meeting. They will let Congress know what the workingmen of California think of annexation and coolie labor.

The refusal of the officers at San Quentin to give up the murderer Ebanks in order that a stony-hearted court may once more pass sentence upon him will appeal to such people as regard an assassin with tender solicitude. There is no doubt that the ordeal of being sentenced to death, even though it subjects the prisoner to no particular danger, is fraught with discomfort, as a judge sometimes makes unpleasant remarks of a personal character. It is only within a penitentiary that a killer can be sure of that freedom from annoyance which has come to be regarded as his right, and the stand the warden takes in guarding his guest will be approved not alone by Ebanks, but by such citizens as Durrant, Altender and Worden, and others who have not actually shed blood but have consistently soothed and sustained the savage breasts of those who have incurred sympathy and long life by thus distinguishing themselves.

JAPAN AS A SEA POWER.

UNDER the title, "The Coming Sea Power," Charles H. Cramp contributes to the October number of the North American Review a brief statement of what has been accomplished by Japan in creating a navy, and points out the significance of the movement to the United States. He shows us that there is rapidly building up a great sea power on the Pacific Ocean, and that the United States will be foolish if it continues to regard the Japanese as a people too far behind in power and civilization to be thought of as a possible rival in trade or war.

Without going into the details given by Mr. Cramp of the naval construction now being carried on by the Japanese Government, it suffices to say that at present among the nations of the world Japan is second only to England in naval activity, being ahead of France, much in advance of Germany and vastly in the lead of Russia and the United States. It is added that Japan is not only building more ships than any nation except England, but she is procuring from British shipyard better ships than England is building for her own navy.

The activity of the Japanese in naval affairs does not in the opinion of Mr. Cramp imply any direct menace to the United States. It is probable her Government designs primarily to put itself in a position to hold the seas in opposition to Russia when that nation completes the Siberian railroad and becomes a great power on the Pacific Ocean. It is none the less important for us to be watchful of the increase of naval strength of a foreign power on these western seas where we have such great interests at stake.

The days when the United States was safe in her isolation from the great powers of other continents have passed. Steam and improved machinery have brought us into close relations with all parts of the globe and sooner or later will have a merchant marine sufficient to carry American goods under the American flag so that we shall not have to pay tribute to foreign nations for transportation.

The present administration is pledged to promote American shipping by reviving the original American policy of discriminating duties on goods imported in foreign ships. With the increase of our commerce and our shipping we shall need an increase of naval force to protect them. Mr. Cramp is right. "Our country can by no means safely ignore or be inattentive to the progress of our oriental neighbor toward the rank of a first-class sea power on the Pacific Ocean."

If providence arranges any schemes of reparation, as some people are wont to give it credit for so doing, surely the case of John Murphy will not be overlooked. Murphy indubitably has earned the right to be kicked in the stomach by a horse, and unless the kick prove fatal justice will be cheated even then. To chain a horse and beat it nearly to death is a crime so detestable that the person guilty of it is unfit to associate either with equine or human.

Every once in a while the rest of the world is forced to admit that Boston is a remarkable place. Even during the height of the Klondike fever that town was the only one to send out adventurers cheered and stimulated by the idea that they could ride to Alaska in a Pullman car.

Is it possible that American respect for the nobility is dying out? Here we are told that Tammany has been hissing Croker, and yet it is of record that Croker once offered the Prince of Wales a light!

While not prepared to pronounce a verdict in the contest raging between Drs. Hirschfelder and Potter, the public will not hesitate to say that in luxuriance of side-whiskers the latter is ahead.

PERSONAL.

R. C. Scott and wife of Hayward are at the Cosmopolitan. Ex-Superior Judge S. S. Hall of Sacramento is at the Grand.

William M. Ayres, a horseman of Portland, Or., is at the Grand. Frank J. Hoffman, a merchant of Hayward, is staying at the Grand.

William F. Burbank, a Los Angeles capitalist, is at the California. Marlon Briggs, the Oroville capitalist and fruit-raiser, is in town.

Sheriff D. B. Ballou of San Luis Obispo County is at the Grand. Gus H. Vosen, a mining man of Fort Jones, Siskiyou County, is at the Russ.

James P. McCarthy, the real estate man, is in Los Angeles on a short business trip. R. L. Parker, a farmer of Chico, is at the Russ, accompanied by his wife and mother.

A. W. Hill of Eureka, Assemblyman from the Second District, is in the city on a brief visit. James Carson, from the quicksilver mines at New Almaden, is registered at the Occidental.

Mr. Lambert, a merchant of Guatemala City, arrived here yesterday from Central America. W. A. and Louis Perkins of Salem, Or., are among the recent arrivals at the Cosmopolitan.

Frank Bartlett, a surveyor and railroad contractor of Livermore, is a recent arrival at the Grand. Dr. and Mrs. Emerson and Mr. and Mrs. Henry Crosby of Centerville are guests at the Baldwin.

G. W. Kemp of Portland, Or., is in this city on a business trip and is staying at the Cosmopolitan. Dr. A. B. Riggles of Stockton, a member of the State Board of Health, is making a short visit at the Grand.

Mrs. H. M. Parmenter of Newport, R. I., is at the Baldwin. She is the wife of Surgeon Parmenter, U. S. N. Mr. and Mrs. Charles Melver of Melver's vineyard, Mission San Jose, are making a short stay at the California. H. H. Sinclair, a wealthy young promoter of electric power enterprises at Redlands, is a late arrival at the Palace.

George Lange, the well-known cattleman of Birds Landing, came down from Sacramento last evening and is at the Grand Hotel. William Mayer, the horseman, of Portland, Or., arrived at the California Hotel last evening. He comes to attend the coming races.

United States Marshal N. A. Covarrubias of Los Angeles, accompanied by Mrs. Covarrubias, is in town. They are guests at the Palace. Douglas S. Cone, capitalist, banker and extensive property-owner, is in town from his home in Red Bluff. He has a room at the Palace.

John L. Truslow, general agent of the passenger department of the Santa Fe, has gone to Los Angeles on business and will return Monday. E. Sanchez, a wealthy resident of Guatemala City, arrived here yesterday as a passenger on the steamship Ascopico. He is staying at the Baldwin.

Charles C. Melvor, the wealthy vineyardist of Mission San Jose, and his wife arrived from their home last evening and are stopping at the California Hotel. Mr. and Mrs. W. S. Hill of Denver, Colo., are guests at the Palace. Mr. Hill is the son of the present Mrs. Warren, wife of the well-known Methodist Bishop.

J. Moses, manager of the traffic department of the Valley road, left last night for the San Joaquin Valley on business that will require a week's absence from this city. D. B. Hodgdon, general manager of the Guatemala Central Railway, which has seventy-four miles of main line and thirty-three miles of branch line, arrived here yesterday from Guatemala City.

F. E. Wood from Bay City, Mich., arrived at the Occidental yesterday en route to Japan, where he is at the head of the Christian Brotherhood of St. Andrew. He is at the Occidental, accompanied by Mrs. Wood, Miss Iris Wood and Miss Peggy Wood.

Edward Currier, the well-known horseman, arrived from Chicago last evening, accompanied by his wife, and registered at the Palace. He is one of the principal members of the Pacific Coast Jockey Club. He has a long list of racehorses on the way to the coast which he will enter in the coming races.

E. W. Frost of Eureka, city editor of the Humboldt Times, came down on the Coronado yesterday. He says business is lively on Humboldt Bay and the people feel that prosperity has come to stay. All the section now has lively communication with the outside world in order to develop its wonderful possibilities.

Mr. and Mrs. Leverett R. L. Mestek of Santa Barbara arrived here from Southern California yesterday and are at the Russ. Mr. Mestek was formerly editor and proprietor at Santa Barbara of the Evening Post, but sold out several months ago to have built an Indian engaging in journalism in Hawaii. His recent visit to the islands, however, did not convince him of the advisability of settling there.

Jerry James, chief of the depleted tribe of Indians in Humboldt County, is in the city en route to Washington. He is accompanied by President McKinley to have built an Indian school at Indianola on Humboldt Bay, his tribal headquarters. Chief Jerry is well liked in his part of the country, for he is a descendant of some very noble red men. It was his father who led the Indians in the life of one of the white pioneers of the coast, Wood, County Clerk for years. Wood had been terribly mangled by a bear and was rescued by the Indian, Jerry while he was under the patronage of Judge de Haven, Frank McKee and an Indian, Knight, who will furnish him with traveling expenses.

CALIFORNIANS IN NEW YORK. NEW YORK, Oct. 29.—At the Manhattan, J. Casserly; Metropole, J. W. Gardiner; Grand, N. W. Holland; Mr. and Mrs. D. Kline; New Amsterdam, Dr. E. Bunell.

JOHN ANDERSON, MY JO. John Anderson, my Jo, John, When we were first in love, You wouldn't ride the blue John, But now your spine is bent, I see you're old by John. And goodness how you go— You're the swiftest runner in the town, John Anderson, my Jo. John Anderson, my Jo, John, We claim the hot thing, 'Til we forget the day when, Now, 'till we will be no more, We coasted on your tandem, Frank McKee, how we did go, 'Till we stuck the wheel at the foot, John Anderson, my Jo. —Chicago News.

THE QUESTION IN A NUTSHELL. The Santa Clara. All this talk about giving Hawaii better government, "protection of Americans in Hawaii," and all the rest of the sugar-coated rottenness, means nothing but an attempt to justify an unjustifiable act, and to divert attention from the real issue, receiving of stolen goods. My neighbor is not cultivating his farm as I think he ought to therefore I walk in and take his farm away from him, teach him how to properly cultivate it, so as to keep it myself, or give it to some confederate of mine, while he is supposed to look on in enforced silence; the banker in the next block is not handling his cash according to my notions, or maybe, he is selling his bonds at a price which is not to my liking, therefore I walk over to the bank, take possession of his cash, without a "by your leave" to the bank, and leave him out of the deal entirely. That is simply the scheme of the Hawaiian annexation in a nutshell.

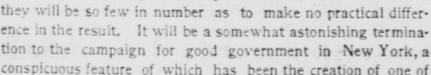
BICYCLES ON RANCHES. Fargo Forum. Near Helena sheep-herders are using bicycles in their work, and claim that they are a great success. They try them on humped critters, but when a mad steer took to the prairie there wasn't much left of the bike. But they are all right for sheep.

RECORD BREAKERS. Chicago Times-Herald. It is announced that the French will attempt to build a steamer to break all Atlantic records. If the French succeed in their endeavor they are said to be on land, the records probably will have to go.

ENGLAND'S NEW TYPE OF WARSHIP. Great Britain's new first-class battle-ship Canopus, recently launched at Portsmouth dockyard, is the first of a new type which, according to the London Graphic, may be best described as an improved Renown. In armament they are equal to the Majestic, in speed they are intended to be superior, and although in armor they average two inches to three inches less the inferiority is more apparent than real. The armor belt of the Majestic—nine inches of Harveled steel—was once attacked as inferior, though it is now held up as a model of what the Canopus should have been. As a matter of fact, such is the modern improvement in armor plates that the nine-inch plates of the Majestic are equal in resisting power to the seventeen inches of the old iron armor, such as British ships launched in the '70's carry. That of the Canopus, hardened by an improved process, is nearly equal to the Majestic's nine inches while the additional protection in the matter of armored deck is more ample and complete, there being practically two such decks.

The barbettes guns—four 12-inch wire, carried in pairs fore and aft—have 12-inch armor, a thickness which should keep out the projectile of any gun about, except at close range, when no armor that can be carried is likely to withstand a direct impact from an armor-piercing projectile. The twelve 6-inch quick-firers are disposed in separate armored casemates, in precisely the same fashion as those of the Majestic, and the 12 12-pounder quick-firers are also arranged on the general plan of the prototype. A distinctive feature of the Canopus is a 2-inch nickel steel belt, which protects all her water-line armor of the 6-inch armor. She is also remarkable for the small amount of wood used in her construction, a lineum similar to that employed in destroyers being used instead, the risk of the warship being set on fire in action being thus considerably reduced.

The four torpedo tubes are all submerged; a fifth, above water, being discarded as useless for practical work. Unlike all British battle-ships, having been discarded as useless for practical work, and will have a very light fighting crew. The Canopus will carry her gunnery fore and aft instead of side by side. This, and the very light fighting masts, will make her much like the Japanese Fuji in appearance. She will be the first battle-ship fitted with Belleville boilers, and will have a heating surface of 20,000 square feet. The engines with 13,500 horsepower, natural draught, are expected to develop a speed of 18.25 knots. This is nearly a knot in excess of the Majestic's trial results, and may be expected to produce over 17 knots continuous steaming at sea—a higher rate than the average. This is on a displacement of 13,000 tons against the 15,000 of the Majestic.



THE CANOPUS AS SHE WILL APPEAR WHEN COMPLETED FOR SEA.

READ THE SUNDAY CALL OF TO-MORROW. It will be Found Full of Good Literary Matter and Illustrations.

CLEAN, BRIGHT, WHOLESOME, THE SUNDAY CALL IS NOT "YELLOW."

THE GINGER JAR. Davenport—Hardnut was a man of remarkable will power.

NOTES ON NOTABLES. The people of Albany, N. Y., will, on November 15 observe the one hundredth anniversary of the birth of Thurston Weed.

Robert Burton was nearly 6 feet tall; feet 10 inches; Oliver Cromwell, 5 feet 10 inches, and Pumas 5 1/2 the same.

Tecumseh Sherman, the youngest son of the illustrious general, is running for Alderman on the Sixth Ward ticket in the "Tenderloin" district of New York. His "ammy" courtship is Lexis Nixon, the eminent naval architect.

Senator Hoar spoke recently on "Love of Country" at Allston, Mass., and said that he had heard that it was better to live for your country than to die for it, but that the world still had the 300 who died at Thermopylae better than the one who escaped.

Queen Victoria's chief bodily ill now is the pain in the finger whereon she wears the hereditary and engagement rings given her by Prince Albert. Her hand has grown too fat for her rings and she will not have them cut, and one correspondent said that it is now a question whether her majesty will forego her pretty sentiment or continue to suffer acute physical pain.

Francis Murphy, the temperance advocate, says that electricity and the bicycle are doing great things for the cause. "The motor men and conductors," he says, "are keeping sober and the introduction of electricity is to be thanked for it"; and "a man cannot ride a bicycle when he is drunk, and a man who is breathing the pure air of the country recovers his inspiration without the use of artificial stimulants."

ADD FACTS. Kentucky "oldds" (it has an oxys bed in its bounds and the colicels feel sure that its value is billions of dollars. It is said to be from 20 to 25 miles long and 15 miles wide. Oaxys is worth from \$3 to \$15 a cubic foot.

The Labrador fisheries have proved a total failure. The fishermen have no catches and cannot get credit and great hardships are feared.

The London police are much worried over the problem of what to do with drunken men when in charge of electric cabs. They don't know exactly how to stop the cab, and they don't know what to do with the cab when it does stop.

VERBIAGE IN LEG DOCUMENTS. St. Paul Globe. The ordinary legal document, whatever it may be, is usually a mass of verbiage which is not only useless for any practical effect, but is simply ridiculous. And still the courts and the lawyers go on yielding obedience to the crabbed and senseless forms of centuries now dead, in an age of brevity, of strict economy and of knowledge of the value of time.

Some clerk with his quill pen and ink, in some of the duplication of these phrases a few hundred years ago to fill his scanty purse.

A MONUMENTAL SUGGESTION. Norfolk Landmark. Instances are on record, we have not the slightest doubt, in which expensive monuments have been reared over the graves of men whose families have actually suffered from the necessities of life. A monument is a suitable enough memorial when there is none better possible.

DEMOCRATIC HOPES. Send the coin, ring the bell! Give the grand old nation's yell! Fill the hemispheres with joy, Grover Cleveland's got a boy!

When hell a century's spent Grover's boy'll be President. Ans with Grover on the shelf, History will repeat itself!

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