

The Call

MONDAY, MAY 23, 1898

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AMUSEMENTS

Balwin-Yasay to-morrow evening. Columbia--A Secret War. California-Hopkins Trans-Oceanic Star Specialty Co. Alcazar--Yorick's Love. Morosco--Mrs. Partridge and Her Son Ike. Tivoli--The Bells. Orpheum--Vandeville. The Chutes--Zoo, Vandeville, and "Visions of Art." Olympia--Corm, Mason and Eddy streets, Specialties. Suro Baths--Swimming.

AUCTION SALES

By Bell & Co.--This day, May 23, Furniture, at 1123 Geary street, at 11 o'clock. By Bell & Co.--This day, May 23, Restaurant, at 109 Third street, at 9 o'clock.

COMMERCIAL CONDITIONS IMPROVING

ATTENTION has already been called to the curious fact that the country is disposed to regard the war as an incident and to go along with business as if nothing out of the way were happening. The Eastern papers, too, are now commenting on this strange condition, which is an admirable illustration of the complete confidence of the American people in their Government and their ability to cope with any power in the world.

It is hardly likely that Congress will overlook considerations of this kind. The events of the war and the journey of the Oregon around South America to join the Atlantic fleet are sufficient to impress the value of the canal upon the mind of even the most indifferent statesman. As The Call has pointed out some time ago, the needs of the Civil War led to the construction of a railway across the continent, and it is probable that this war will lead to the construction of the Nicaragua canal.

As a means of making the best and fullest use of the advantage of the proposed canal Mr. Cooley says we could create a naval station at Lake Nicaragua second to none in the world, from which our ships could pass for the protection of either of our coasts with a rapidity that no other nation could rival. The possession of such a point would give us an easy pre-eminence in commerce and in war, and we would be the supreme maritime power of the twentieth century.

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AN EFFECTIVE WAR MEASURE.

LYMAN E. COOLEY, the well-known Chicago engineer, who spent two months last winter in surveying the route of the proposed Nicaragua canal, has in a recent interview recalled to the public mind the importance of the canal to this country, not only as a commercial route in time of peace, but as a means of giving greater effectiveness to our fleets in time of war.

It is gratifying to have the subject treated from this point of view by one who speaks with the authority of an expert, and Mr. Cooley's statement merits the consideration of the country and the particular attention of Congress. In pointing out the strategic value of the canal when completed Mr. Cooley said "by way of the Straits of Magellan steamers leaving New York are over 13,000 miles from San Francisco, and sailing vessels via Cape Horn 15,600 miles away."

The canal would shorten one route 8267 miles and the other route 10,753 miles. A man-of-war sailing ten knots an hour, or 240 miles per day, would save in the one instance forty-four days and in the other thirty-four days' time.

Time in war is a factor of the highest potency. As a general rule the force which arrives first at the strategic point gains an advantage which is decisive of the result. The ability to transfer our fleets from the Atlantic to the Pacific through a canal across the isthmus while our opponents would have to make the long voyage around South America or through the Suez canal would render us virtual masters of the American side of the two oceans, and the enforcement of the Monroe doctrine would then be an easy task, not only against any single power, but against any possible European coalition.

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by the conditions of the dry season, the movement is promising. Thus far, at any rate, it has been attended with good success. The recent meeting of progressive citizens called to consider the proposition packed the Town Hall of San Rafael to overflowing. A county league was organized to work in conjunction with the State Good Roads League, and a number of men of known energy and public spirit were found to accept the duty of undertaking the work and pushing it forward.

There ought to be no need of a campaign of education in Marin on the subject of good roads in general, nor should it need much argument to prove to her citizens that the construction of the proposed Tiburon boulevard will be of benefit to them all. Marin should show herself wiser than San Mateo on a proposition of this kind. If she provides better roads she will certainly become the choicer place of suburban residence for the wealth and culture of the metropolis.

THE RED CROSS.

THOSE qualities of unselfish patriotism, tireless energy in the performance of duty and self-sacrificing devotion to the cause of America and the welfare of the brave men who uphold it in war, which have ever been characteristics of the genuine womanhood of the republic, have found a full and complete manifestation in the work undertaken and so nobly carried on by ladies of the Red Cross in this city. To them has been given unstintingly the thanks and the gratitude of the volunteers, for whom they have done so much, and to them in an even higher degree should be given the thanks of all San Francisco.

It is difficult to see what we would have done without them in this emergency. They have lifted from our men the task of looking after the volunteers who have mustered here for the invasion of the Philippines and have taken upon themselves all the arduous work of making for our young heroes every provision necessary demands or patriotism suggests.

The scope of their work has been as broad as the field of duty, shirked no responsibility, nor shrunk from any labor required for the complete fulfillment of the manifold wants of the time and the occasion. They have not spared themselves in any way. From early morning until late at night they have worked with the ardor of patriotic zeal and have accomplished marvels in every department of their labor.

For this work they have neither asked nor expected any recompense other than that which a patriot woman derives from the consciousness of having well served the land she loves. Nor will they receive any other recompense. Men who distinguish themselves for public service of any kind have a reward in politics or in business from the popularity and esteem which such actions gain for them among the people. The women of the Red Cross have no political aspirations to serve, no business interests to advance. All that can be given them is honor and well merited praise.

One of the brightest chapters in the annals of our civic life will be that which records the deeds of these patriotic, self-sacrificing, noble women, and we should accord them due honor and cordial help now while the heavy task is still pressing upon them and not postpone it until the glow of the deed has gone and the deed itself become a part of the history of things past.

GETTING INTO LINE.

AS the time approaches for holding the State convention of Republican League clubs the activity of the various party organizations increases. Each club is animated by a desire to make a strong showing at a gathering where delegates from all parts of the State are to meet, and as a consequence effective work is being done to add to the number of the members and to rouse the ardor of both the veterans and the new recruits.

To this extent the call for the convention has already accomplished much good. It has started the party organizers to work and has brought into close relations with the preliminary discussions of the campaign a large number of Republicans who would otherwise have remained indifferent until election day is nearer and the contest has become exciting. These Republicans will aid in so directing the course of the party organizations that every step taken will be in accordance with the sentiments of the majority and not of a mere clique or faction. Such a result is to be desired by all well-wishers of the party, for in the contest before us it is important that not only the State convention, but all county conventions, shall thoroughly represent the rank and file of Republicanism, and that every nomination shall come from the voice of the party as a whole and not from private causes of a few bosses and their tools.

In nearly all parts of the State the club activity is notable. Older members of the party who have gone through many campaigns have learned by experience the value of club organizations during closely contested conflicts, and young men, inspired by the example of their elders, are rapidly joining the ranks of such associations. Thanks to this work the party will be well prepared for the struggle with the fusion opposition. Nothing will be left to chance. There will be no over-confidence with its resulting indifference, but that wise confidence which arouses ardor and excites to vigorous work for the ticket and the principles of the party.

Such Republicans as have not yet allied themselves with some club organization should do so and be prepared to exert their fullest influence for sound money, protection and good nominations.

TURN ABOUT IS FAIR PLAY.

WHEN a great strike imperiled the material interests of the Southern Pacific the regular soldiers were called out and the strike ended. For every mile these soldiers have been carried the company they rescued received full pay. Contemplation of this act was not pleasing. Yet it was the Government and not the men who had to produce the money.

Now the city is thronged with regular soldiers. When they ride on the street car lines of the Southern Pacific they are asked for full fare. Uncle Sam does not pay the fare now. The soldiers have to reach into their own pockets for the necessary nickels. The presence of these soldiers is a stimulus to local travel. Daily many hundreds of citizens visit the camps of the men. To let the soldiers ride free would be a graceful concession on the part of the company. It would be an evidence of gratitude for service rendered and would add much to the comfort of the boys, for the promotion of which citizens of every class are striving. Indeed, it might be considered as standing in place of the considerable cash contribution which the corporation might reasonably be expected to give.

COLLECTED IN THE CORRIDORS

George H. Murphy of Washington, D. C., is at the Occidental. E. Lang, a merchant of Portland, Or., is staying at the Palace. F. D. Nicol, a Stockton attorney, will be at the Lick for a few days. Mrs. Alice Rice and daughter of Bakersfield are guests at the California. H. S. Allen, a mining man of Sonoma, is among the arrivals at the Grand. Colonel Van B. Ledy, an army man from Omaha, Neb., is at the California. E. W. Knapp, well known in commercial circles in New York City, is at the Palace. Judge J. M. Mannon of Ukiah and Harry Postelwaite of San Jose are at the Lick. D. H. Jackson, a mining man of Placerville, and John H. Geyssler of Eureka are stopping at the Grand. Colonel O. Summers of Portland and John C. Fisher, a theatrical man of San Diego, are staying at the Baldwin. P. A. Buell, a Stockton lumber merchant, and H. W. Crabb, a fruit-grower of Oakville, are among the arrivals at the Grand. L. Mebus, a prominent merchant of Sacramento, and F. T. Duhring, a business man of Sonoma, are registered at the Occidental. William Van Sloten of New York, Grant G. Gape and H. T. Watson of London and Max G. Cahn of Cincinnati, O., are registered at the Grand. Mr. and Mrs. William P. Jones of Boston, who have been residing at the Sandwich Islands for a long period, are temporarily located at the Occidental. Arthur C. Johnson of the Denver Rocky Mountain News and Harry W. McCauley of the Denver Post, who are with the Colorado volunteers, stopped at the Occidental preparatory to going to camp at the old Bay District track. J. H. Lee Holcomb, first Lieutenant, U. S. N., who has been stationed at Philadelphia, will leave for the Philippines with the First Regiment of Volunteers in his official capacity. He has been staying at the Palace since his arrival in this city. Hans J. Tauscher, the husband of Johanna Gadsch, who is creating a furor with the Danes, is staying at the Company of New York, now filling an engagement at Covent Garden, is with the Ysaye party at the Baldwin. Herr Tauscher says that his wife will most likely visit San Francisco before the end of the year.

NEWS OF FOREIGN NAVIES.

The Chilean battleship O'Higgins, built by the United States, was launched on the 19th of last month off the mouth of the Tyne, and should by this time be on its way to Valparaiso. Don Carlos I, a protected cruiser of 4100 tons, built for Portugal, was launched at Elswick May 5. She is to have a speed of twenty-two knots under forced draught, and twenty knots under natural draught, and has a coal bunker capacity of 1000 tons.

Italy has a good opportunity of keeping its navy up to date, for it has sold several vessels to Spain and other countries as badly in need of ships as Italy has been of cash. It is now proposed to build three battleships of 12,000 tons embodying all the latest improvements in warships. The British torpedo boat destroyer Hunter, while leaving Dover, collided with a brig and returned to port to ascertain what damage had been sustained. It was found that the stern had been bent to starboard, and that the forward compartment was leaking. The damage was not considered serious enough to delay the trip to Portsmouth, Rockard, which distasteful miles she made in five and a half hours, a very creditable performance under such unfavorable conditions.

European naval authorities have some doubts about the Russian naval estimated expenditures on the navy, and incline to the belief that the stated sum of \$4,000,000 for shipbuilding will actually reach nearer \$10,000,000. The ships at present under construction in Russia include seven battleships, one armored cruiser, one coast defense vessel, four protected cruisers, three gunboats, seventeen torpedo boat destroyers and ten torpedo boats. The new programme covers three battleships and a number of smaller vessels. Besides torpedo boat destroyers of the Lokot type, besides other vessels not yet made public.

London papers allege that Spain has leased a submarine vessel invented by Count Pozzo and built in France last year. It is described as a steel sphere of 9 feet 9 inches diameter, propelled by electricity at a speed of 8 to 9 knots an hour, and capable of remaining submerged sufficient for three men in forty-eight hours. From the front of the vessel protrudes a strong grappling arm which is capable of severing anchor cables and connections of submarine mines. She can also lay mines and discharge them after the manner of a submarine mine. Furthermore, this wonderful craft can be connected with the deck of a vessel and thus pilot a warship through mined waters. The probability is strong that this formidable prowler on the ocean bed exists only in the imagination of an active-brain writer of the Dan de Quilla and Hull type. There is no record in the scientific papers of this country of such an invention, and the nearest approach to this submarine vessel are the boats of Peral in Spain, Goubet in France and the Holland boat in this country, none of which have yet demonstrated their ability to do what their inventors claimed for these boats.

A claim for a commission of \$200,000 was instituted in London, April 27, by Henry Isaacs against Armstrong, Whitworth & Co. of Elswick. Henry Isaacs had a contract with the Spanish Government by which he was to receive 5 per cent commission on the contracts for battleships, gunboats, and other vessels. He entered into the contract with the Spanish Government for the armament of these vessels. Isaacs claimed that he had performed his part of the agreement, and also that the Government of Spain was willing to pay, but that the Armstrong Company had refused to accept the contract, entered into on the terms arranged in the negotiations, and thereby deprived him of his commission. In fact, knowing that the commission would be payable, he had purposely let the contract go off. Lords Justices Smith and Chitty dismissed the application with costs. The Armstrong Company were probably too shrewd business men to pay \$40,000 cash for a \$12,400,000 contract with a customer like Spain. 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