

The Call

MONDAY, OCTOBER 30, 1899 JOHN D. SPRECKELS, Proprietor. Address All Communications to W. S. LEAKE, Manager.

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AMUSEMENTS: Orpheum-Vaudville, Columbia-"The Sad Sea Waves," California-"Brown's in Town,"

AUCTION SALES: By S. Watkins-Monday, October 30, at 11 o'clock Horses, at Valencia and Hermann streets.

MORE SPOTTED MARKETS: TRADE conditions showed some change last week. The monotonous reports of feverish activity everywhere were varied by the statement that the retail and distributive trade had fallen off in some localities, accompanied by impaired collections at various points.

PHELAN'S RUBBER-NECKING.

DESPERATE indeed must be the feelings of the leaders in the Phelan camp, when in the hope of finding out something which will serve them for campaign material they set detectives to follow the Hon. Horace Davis and report to the Phelan organs at what time Mr. Davis comes down town, where he wears, where he lunches or dines, with whom he talks and what he may happen to carry in his hand.

Neither Mr. Davis, nor his friends, nor the Republican party, have anything to fear from the disclosures which may be made by this system of rubber-necking on the part of the Phelan managers and organs. Horace Davis does not lead a double life. His actions, private and public, are those of an upright man.

Since the spy system has been instituted it will probably be continued until the close of the contest. The detectives will report to their bosses what Mr. Davis does and says, whether he carries an umbrella and whether he wears over shoes on rainy days. It is mean work, but doubtless for the spies it pays well. It will not pay Phelan, however, for the voters of the city can be relied upon to express at the polls their condemnation of that way of doing politics.

General Fitzhugh Lee, who was detained in quarantine upon his arrival at New York, says he can find no reason for his detention except that the officers wanted to take his temperature. The general probably thought he looked as hot as he felt during the operations of the health officials.

THE EXTRA SESSION SCHEME.

REPORTS of the intention of the Governor to call an extra session of the Legislature come from every side and increase in reliability as well as in number. Nor is there lacking authority and evidence to confirm them. It is therefore clear the scheme is one of the issues of the time the people have to face, and it becomes the duty of the press as the representative of public opinion to speak out upon the project and by exposing the injury it will inflict upon the taxpayers and the true interests of the State prevent its accomplishment if possible.

There is nothing in the condition of the time to justify the cost of the proposed extra session. Such reasons for calling one as have been invented by the promoters of the plan have been flimsy and futile. It was asserted at one time that a decision of the court on the Vrooman act had rendered it impossible for cities to undertake any kind of street work until the act was amended. The falseness of that pretension was promptly exposed. If there be any lack of street work in any city in California it is because the city lacks the money or the enterprise needed to carry it on. There is nothing in the law to prevent it.

SOUTHERN PACIFIC TACTICS.

BY way of showing its malice against William R. Wheeler, who has been recommended to the President by the Pacific Coast Jobbers' and Manufacturers' Association for appointment to the vacancy on the Interstate Commerce Commission, the Southern Pacific Company has set its evening organ to the task of reviling him.

referring to Mr. Wheeler as a candidate whom The Call has "trotted out." Furthermore, in reference to the Call's exposure of the railroad scheme, it added: "The man of straw created by The Call has hayseed in his hair and exudes heads of wheat at every pore."

Mr. Wheeler has been indorsed by Chambers of Commerce, Boards of Trade, Merchants' Associations and by individuals of eminence in business affairs in all parts of the coast from Puget Sound to San Diego. The only opposition to him is that made by the Southern Pacific. That is the only discordant element on the coast, the only voice that roars in protests and revilings against the general movement to procure a Pacific Coast representative on the Interstate Commerce Commission.

There may be wit, there may be satire, in the reference to a "hayseed" and in saying "he exudes wheat heads at every pore," but such shafts can never be leveled at the Southern Pacific Company. It has grown no hay in California, nor produced any wheat. It has done what it could to ruin the hay-grower and the wheat-grower. It has never shown a regard for the property of hay and wheat producers further than to cast upon it the eyes of avarice and to lay upon it the hands of greed; and it is but natural its organs should show no respect for the character of that class of the industrious people of the State. The so-called "hayseeds," however, have on more than one occasion shown the Southern Pacific they are not men of straw, and now it is the turn of the business men of the cities of the coast to give the domineering monopoly another lesson of the same kind.

The course of a malignant distemper seems to be upon the Southern Pacific whenever Pacific Coast interests are at issue. The moment anything is proposed to advance the welfare of the coast the Kentucky corporation opposes it, even though that corporation would itself be benefited. In the present movement, were the railroad managers capable of taking a clear view of the situation, they would perceive it is to their advantage to promote the trade of the coast, for that trade must furnish them with freight for transportation. The blindness of an utter malignancy, however, is upon them all. They oppose the candidate of the coast without why or wherefore, and in opposing him resort to such falsehoods as saying The Call "trotted him out," and to such futile mockery as references to men with hayseed in their hair exuding wheat heads at every pore. It is a poor argument and a mean wit, but it shows the animus of the Southern Pacific Company.

The saffron hide of the yellow journals is at last tingling to the existence of wireless telegraphy. The experiments now being made with the Marconi system by the United States Government are of such world-wide importance that the yellow sheets are forced to report them and in doing so acknowledge tardily the wonderful triumph of The Call in reporting the international yacht races.

Even nature seems to have entered the conspiracy to encourage the expansion policy of the United States. The Rio Grande River has overflowed, straightened out its bends and thrown considerable valuable Mexican territory into the United States.

MR. STUBBS' CANDIDATE.

WHEN it became evident last winter that the election of Dan Burns to the United States Senate could not be forced through the Legislature by the railroad managers of the Kentucky corporation determined to save the prestige of the company at any cost. It was given out accordingly that Burns was not the candidate of the railroad but the candidate of Herrin, and therefore it was Herrin who was repudiated and not Huntington.

Now that the widespread support given to Mr. Wheeler for the office of Interstate Commerce Commissioner renders it certain the railroad candidate for the office will have no advocates among the business men of either California, Oregon or Washington, it once more becomes necessary to do something to save the prestige of the road. This time it is Stubbs who is put up for the sacrifice. It is announced that Chipman is not the candidate of the railroad but the candidate of Stubbs.

During the conference between the committee of the Pacific Coast Manufacturers' and Jobbers' Association and the managers of the Southern Pacific Company, Stubbs was put up to make his little speech, and he is reported to have said frankly: "Chipman is my candidate, not the candidate of the Southern Pacific Company." The language is almost identical with that of Herrin declaring: "Burns is my candidate and Mr. Huntington had nothing to do with the matter."

By close investigation it might be possible to discover some difference between a Stubbs candidate and a railroad candidate. It would not be a difference, however, of any importance. A Stubbs candidate who by any chance was not a railroad candidate would very soon be pulled down by order of Huntington, and Stubbs would do the pulling. We give the correction as a part of the lighter news of the day and for what it is worth. If it be of any advantage to Mr. Chipman to be known as Stubbs' candidate rather than the railroad candidate, we are willing he should have the benefit of it.

Hoyle has knocked out Cupid in an Oakland home. A young wife, tiring of the lottery of love, tried cards, and now she is suing her husband for divorce because he refused to play casino with her according to Hoyle.

The South African general who saw his army routed while he read his Bible and prayed for victory is probably convinced now that the god of battles is sometimes more easily propitiated with bullets than with Bibles.

George Suizer, the murderer of Sheriff Farley, believes that he cannot receive a fair trial in Monterey County. He neglected to add that a fair trial is just what he does not want.

It is not likely that Californians will be heard again to say that they don't care a fig for things in general. The fig crop, it is estimated, will add a million dollars to the revenues of the people of the State.

WILL BE HIGHLY PRIZED BY THE MASSES.

Rabbi Myers Considers the Home Study Plan Well Chosen and of Wide Interest.

San Francisco, Oct. 10. The Editor of The Call—Dear Sir: I have no hesitancy in saying that the idea of imparting useful knowledge through the medium of the daily press will become more and more popular and will be highly prized by the masses as well as by the classes. The subjects enumerated in the prospectus of the Home Study Circle are well chosen and calculated to prove of considerable interest.

I should like to see the curriculum of study enriched by the addition of some of the sciences treated in a popular style, e. g., astronomy, botany, and more especially physiology and hygiene. Perhaps the Sunday Call may take charge of these. I wish the Circle every success.

Isidore Myers, Rabbi Bush-Street Synagogue.

AROUND THE CORRIDORS

F. J. Pluger, a leading fruit man of Fresno, is registered at the Grand. Louis Dundelfinger, a wealthy merchant of Fresno, is a guest at the Palace. D. C. O'Reilly, a well-known railroad man of Portland, is a guest at the Palace. Dr. and Mrs. Bevan of Melbourne, Australia, who have been touring the United States, are at the Occidental. Mr. and Mrs. Thomas Ewing, prominent society people of Los Angeles, are among the recent arrivals at the Palace. A. Tognozini, a wealthy banker and capitalist of San Luis Obispo, is among the recent arrivals at the Grand. F. X. Schoonmaker, a well-known Republican politician who stumped the State for McKinley, is registered at the Palace. G. W. Chrisman, a wealthy fruit grower of Ventura, at the Lick, where he arrived yesterday on a short visit to the city. C. E. Orr and E. Mackintosh from Scotland, who are traveling for pleasure, arrived last evening and are registered at the Palace. Thomas Laneford has come down from his home in Eureka and is registered at the Grand, where he will remain for the next few days. Lieutenant Runge, Engineer von Egldy, Lieutenant Moller and Lieutenant Damer, a party of German naval officers who have come to join the cruiser Geier, are registered at the Palace.

CALIFORNIANS IN WASHINGTON

WASHINGTON, Oct. 29.—E. A. Bridgeford and wife and H. E. Bridgeford of San Francisco are at the Raleigh; Arthur Page and wife of San Francisco are at the Arlington; H. H. North, Immigration Commissioner, is in Washington en route home from Europe.

NEWS OF FOREIGN NAVIES.

The floating dock at Havana has been sold by the Spanish Government for \$600,000 to a syndicate of Vera Cruz merchants. The Russian Minister of Marine has set aside \$7,000,000 for the improvement of Port Arthur naval station. Besides fortifications it is proposed to deepen the channel in the harbor to a depth of thirty-two feet and to build two jetties. The Japanese torpedo-boat destroyers built by Yarrow and Thornycroft are giving satisfactory results on their trials. The Sazanami, built by Yarrow, averaged 31.382 knots over the measured mile, and the Kagata, a Thornycroft boat, averaged 30.24 knots during a three hours' trial at sea.

A serious accident occurred on board the British battleship Prince George on October 6. A boat was being hoisted out by means of the large steam derrick, when the arm of the derrick broke, precipitating the boat to the deck and injuring seven bluejackets. One of the sailors lost a leg and the others were more or less hurt.

Quite a number of steam trials came off last month of British war vessels, more or less satisfactory. The battleship Canopus had a trial of eight hours under full power, giving 12,753 horsepower, an excess of 223 horsepower, but the speed was 18.5 knots—fell short one-quarter knot of the calculations. Of the 30-knot torpedo-boat destroyers the Spiteful made 29.9 knots and the Cheerful 30.152 knots.

At the beginning of the present century the money value of the British fleet was not quite \$50,000,000. Since 1889 Great Britain has expended \$300,000,000 in building new ships and the present value of the serviceable vessels is given at \$400,000,000, segregated as follows: Sixty-four battleships, \$250,000,000; 119 protected cruisers, \$145,185,000; 22 armored cruisers, \$56,635,000, and the remaining 284 vessels, consisting of cruisers, gunboats, torpedo-boat destroyers, etc., at \$78,180,000.

The Swedish Government recently invited bids from ship-builders at home and abroad to build a couple of armored vessels of limited size. Eighteen bids were received, of which four were from home yards, eight from Great Britain, one Danish, three German and two French. The absence of American bids is not because of inability to compete in that line but on account of the fact that the Atlantic shipyards having a surfeit of private and Government work.

A European naval war would bring the submarines to the very front as a means of attacking the enemy's fleet. The French and Russian navies abound in such; the modern armored fleet of France is rarely away from the dockyards undergoing herculean treatment, and there are ugly rumors about some of the new ships of Russia. The armored cruiser Rurik, of 11,000 tons, on the China station, is said to be in a bad state, the wood sheathing being rotten and the supposed armored belt of 10 inches is alleged to consist in places of wooden blocks which also are rotting.

The French torpedo-ship Bouvet of 12,205 tons, completed only a few months ago, has been ordered to Toulon for extensive repairs. Her triple-screw engines, the fact that the engine foundations were too light, and as a consequence could not work up to the requisite horsepower. The repairs, as they are called, will consist in taking out the triple-screw engines, re-arranging the foundations, which are part of the hull, and substitute adequate bearings for the machinery, all of which will con-

sume much time and money. The Bouvet was begun in January, 1893, and launched in April, 1896, and cost over \$5,000,000. Her speed, which was to be 17 1/2 knots, fell greatly short of the calculation, and even at a reduced speed there was danger of a complete breakdown of the engines. The mean consumption of the American water-tube boilers tried on the British gunboat Sheldrake was found to be less than for cylindrical boilers developing the same horsepower and under like conditions. Nine runs, aggregating 9000 miles, were made under horsepower varying from 1500 to 2100, and the corrected average output burned was 1.63 pounds per horsepower per hour. The steam ranged from 120 to 150 pounds, the average being 146 pounds, and 9.85 pounds of coal were consumed to each square foot of grate surface. The objection to water-tube boilers in the merchant service has hitherto been on account of the idea that these boilers were not as economical as the old style, but the performance of the Sheldrake and on the Norwegian steamer Tasso would indicate that there is no longer a foundation for such belief. The latter vessel had her Scotch boilers removed and American water-tube substituted, with the result that in six voyages aggregating 9200 miles there was a saving of ninety tons of coal and an increase in speed of six-tenths of a knot.

GOOD WORDS FOR THE THIRTEENTH INFANTRY

BUTE, Mont., Oct. 10, 1899. Editor San Francisco Call—Dear Sir: In a special dispatch to the Anaconda Standard, dated October 9, from San Francisco, I noticed the following statement in an interview with Major J. J. Weisenberger of the First Washington Volunteers, just returned from Manila, viz: "The loyal American people do not realize the gravity of the Philippine situation. The entire Thirteenth Regiment of regular infantry dropped their arms, their haversacks and their baggage and fled like sheep before a midnight insurgent attack. It was not the fault of the men. When they have had a soldier's training they will be the equal of any men in the world. They were ordered to drop their transport before they even knew how to load their guns. When the ship reached Manila they were taken ashore and ordered to march to the firing line and ordered to make camp within sight of the enemy's lines. The loyal people protested against the orders, explaining that his men were undisciplined. Before he had occasion to appeal to a newspaper for correction of facts, but assuming that Major Weisenberger had been completely misled, I set out to save his statement as so grossly inaccurate and so manifestly unjust to a gallant regiment that I feel compelled to set out the circumstances that occasioned this story.

Acting as aid to Brigadier General Samuels in the evening of the 10th day of June, his brigade consisted of the Fourteenth Infantry, the Tenth Infantry, the First and Second Cavalry, the First and Second Artillery, the First and Second Heavy Artillery, and the First and Second Machine Gun Companies. The Thirteenth Infantry was given the task of clearing the country of insurgents resisting the advance on the right flank and gallantly and speedily did it.

During the day in a march of fifteen miles, without water and under a blazing tropical sun, this regiment out of a total of nearly 1000 men were left behind, to follow the column when able to walk. Some of these men, among whom was Colonel Smith, commanding the regiment, returned to Manila, but the greater part were sufficiently refreshed during the cool of the evening to rejoin their command that night. Other regiments in this expedition lost proportionately as many men in this march, which was one of the most trying ever undertaken around Manila.

On the night of the 10th of June General Owenshik's brigade, consisting of the First and Second Cavalry, the First and Second Artillery, and the First and Second Machine Gun Companies, was stationed at different points from three to six hundred yards from the insurgent camp. A complete cordon around the camp.

During the night, while it was raining and blowing a strong wind, the names accompanying the brigade as packers, stampered and rushed among the trees, trying to get away from the camp. This alarm was so palpably false that the officers jumped in among their troops, confused them and then put them under arms.

There was no confusion; not a shot was fired, not a company moved from its position, not a man threw down his arms and "fed like sheep"; indeed, it was the occasion of remark among officers at the time that the Thirteenth Infantry never recruited as it was, should show such steadiness under such trying circumstances. Two of our men were killed, hysterical and had to be forcibly quieted.

This is simply all there is to the story of the Thirteenth Infantry, and it is a matter of regret to me that I feel called upon to denounce such a fabrication by an officer belonging to a regiment that acquitted itself so gallantly under all circumstances in the Philippine Islands.

F. W. HUNT, Late Captain First Idaho Volunteers.

Bryan's Letter to Morton.

Omaha, Ne. Former Secretary J. Sterling Morton has finally produced the letter written to him by William Jennings Bryan in 1889, in which Mr. Bryan says in black and white that he is seeking office not for the honor, but for the money that is in it. Colonel Bryan has denied positively that he ever gave expression to such a sentiment as would place him upon a level with the ordinary office seeker who looks upon politics as an occupation and not a profession. The letter, however, is a forgery. Colonel Bryan will probably now come boldly forward and admit that he had forgotten the existence of this letter written under circumstances which might justify its contents. As a young lawyer struggling for a standing in his profession Mr. Bryan had a perfect

right to apply for a sinecure office whose salary would have been in the nature of a find, while the duties would in no way interfere with his continued practice of the law. Yet equally significant with the sordid sentiment of the letter and more significant than his denial of its utterance is the fact that the appointment which Mr. Bryan was at that time seeking, that of State Railway Commissioner, was one in which the railroad were particularly concerned, and that to secure this appointment he went for his indorsement to the men known to represent the railroad interests. In what light does this leave the Presidential candidate, posing as the self-constituted enemy of corporate aggression and constantly using as his political capital his alleged antagonism to railway monopoly? If Mr. Bryan was ready to seek a kind of road to success, the first office to which he aspired, what faith can now be put in his assertions that he represents only the plain people, for whom he is fighting the aggregations of wealth? What would he have done had the railroad compiled with his commission as State Board of Transportation secretary will have to be left to the imagination, but not one of the railroad's great strategists would have prompted a full rebuttal for the favor thus received. Viewed from this standpoint, the Bryan letter is a revelation which cannot but weaken the position of its author before the people.

Give Davis Your Support.

San Francisco Republicans had the first grand rally of their municipal campaign last Saturday night. Horace Davis, candidate for Mayor, was the principal speaker. He urged the voters to support every Republican who has a vote in California's chief city.

ANSWERS TO CORRESPONDENTS.

THE IOWA—M. F. T., City. The Iowa, being a flagship, has a band. Each flagship in the United States navy has a band.

HALF-DOLLAR OF 1826—J. C. City. The market price of a half-dollar of 1826 is 85 cents to \$1.10. That is what dealers offer them for.

NO COMPANY J—W. M. K., City. The reason there is no Company J in a regiment is that the letter looks so much like the I in the brass letters used in the army that it would lead to confusion.

PALMISTRY—H. B., City. The best way to study the lines of hands is to have the palms of the hands photographed, if you cannot call on the palmist and submit the hands for examination.

FRESH AND SALT WATER—S. J. A., Port Blakeley, Wash. One cubic foot of fresh water weighs sixty-two pounds five ounces and the salt water weighs thirty-eight pounds three ounces.

TWO BIG SHIPS—H. A. W., City. The horsepower of the Atlantic liner Kaiser Wilhelm der Grosse is 30,000 and her speed 22. The horsepower of the Oceanic is 45,000. Her speed has not yet been made public, but is said to be about 25.

MONEY IN BANK—A. S., City. If an action has been commenced against a dividend and it becomes necessary to levy an attachment, and there is proof positive that the individual has money in a bank, an attachment may be levied, but such proceedings, could not be compelled to disclose the fact that the individual did have money in bank.

POLITENESS—S. A., City. This correspondence was written by a gentleman introduced to a young lady at a private house. By chance they take the same car to reach their respective homes. The lady lives at a point between the starting point of the car and the gentleman's home, and is escorted by any one. Should the gentleman leave the car with her and escort her to her home, but should the lady decline, he need not repeat the offer, and all he would have to do would be to raise his hat and say "good evening" as she leaves the car.

CIVIL GOVERNMENT—R. D., Salmon Falls, Cal. At the election held in November, 1898, the aggregate of votes cast in the State for the office of Governor was 288,096, divided as follows: Gage, Republican, 148,564; McArthur, Democrat, 129,251; Harriman, Social Labor party, 5143; McComas, Prohibition, 4257; scattering, 8. The salary of the Governor of California is \$9000 per annum. Jacob H. Neff is Lieutenant Governor, Republican, salary \$10 per diem as president of the State. The salary of the Secretary of State, Charles F. Curry, of San Francisco, Republican, is \$2000. The salary of the Treasurer, Truman Reeves of San Bernardino, Republican, is \$2000. The salary of the Attorney General, Frey L. Ford of San Francisco, Republican, salary \$3000. The salary of the Surveyor General, Martin Wright of Visalia, Republican, salary \$2000. The salary of the Public Instruction, Thomas J. Kirk of Fresno, Republican, salary \$2000. Chief Justice of the Supreme Court, Sacramento Associate Justices, R. C. Harrison of San Francisco, C. H. Garoutte of Woodland, J. W. L. of Sacramento, J. W. Temple of Santa Rosa, T. B. McFarland of Sacramento and Walter Van Dyke of Los Angeles, are all members of the Fifth Senatorial District and in the Fourteenth Assembly District. The Senator is E. W. Chapman, Democrat, and the Assemblyman is R. S. Raw, Republican. The per diem of Senators and Assemblymen is \$8.

Cal. glace fruit 50c per lb at Townsends'.

Special information supplied daily to business houses and public men by The Press Clipping Bureau (Allen's), 610 Montgomery street, Telephone Main 1942.

Mrs. Henry Peck—First we get horseless carriages, and then wireless telegraphy. I wonder what you think of my husband (meekly)—Wireless matrimony, perhaps.—Life.

"Mrs. Winslow's Soothing Syrup" Has been used for fifty years by millions of mothers for their children's ailments, with perfect success. It soothes the child, softens the gums, allays pain, cures Wind Colic, regulates the bowels and is the best remedy for Diarrhoea, whether arising from teething or other causes. For sale by druggists in every part of the world. Be sure and ask for Mrs. Winslow's Soothing Syrup. 25c a bottle.

HOTEL DEL CORONADO—Take advantage of the round-trip tickets. Now only \$60 by steamship, including fifteen days' board at hotel; longer stay, \$2.50 per day. Apply at 4 New Montgomery street, San Francisco.

Wear your brains, nervousness, headaches, sleeplessness quickly cured Baldwin's Celery Soda. 10c.

Miss Childers—Did Mr. Goldner think I resembled you, mamma?

Mrs. Childers—He intimated that he did. He said I was not your sister.—Brooklyn Life.

ADVERTISEMENTS.

When the Blood is pale, then your lips and cheeks are pale, your nerves weak, and your whole body greatly debilitated. The doctor says "You have anemia." There's just one thing you need—something to make the blood rich and red. It will certainly do this. It will make the most happy changes for you, and soon your old strength and activity will return. Scott's Emulsion. Scott & Bowle, Chemists, New York.