

The San Francisco Call

MONDAY, SEPTEMBER 23, 1901

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AMUSEMENTS.

California—"A Texas Steer." Grand Opera-house—"Dr. Jekyll and Mr. Hyde." Columbia—"A Modern Crusoe." Orpheum—"Vaudeville." Central—"Little Lord Fauntleroy." Alcazar—"Sapho." Tivoli—"Nabucco." Chutes, Zoo and Theater—Vaudeville every afternoon and evening. Fischer's—Vaudeville. Siro Bath—Open nights.

AUCTION SALES.

By John J. Doyle—On Wednesday, September 26, at 227 Sixth street, at 11 a. m., Horses, Wagons, Harness, etc. By G. H. Umbsen & Co.—Monday, October 7, at 12 o'clock, Crooks Estate Properties, at 14 Montgomery street.

TRADE STANDING UP WELL.

CONSIDERING that last week witnessed the greatest funeral in the history of the modern world, when over seventy millions of people buried their murdered Chief Magistrate, and when the exchanges of several other countries were closed, out of respect, for one day at least, and that the spirit of a great nation was averse to doing any more business than could be helped, the week made a brilliant showing as far as trade was concerned. The country's bank clearings made a gain of 26.9 per cent over the corresponding week in 1900, though about half of the most important cities exhibited a loss, something which has not been seen for several months. But there were only five business days in the week, instead of the usual six, which probably explains this falling off. The failures, however, decreased materially, being only 157, against 211 last year.

The best feature of the week was the practical termination of the steel strike, which enabled some 50,000 skilled workmen to resume their vocations and started up a number of large plants which have been lying idle or worrying along with small forces. These improved conditions, however, were secondary to the removal of the cloud which has been hanging over this great industry, curtailing production, unsettling values and disturbing quotations in Wall street. Now that the mills have resumed the industry shows immediate improvement. Steel rails are in demand and steel mills are reported sold ahead well into 1902. Pig iron is in better request, with an advance of 25 cents per ton at Birmingham. It is also announced that in anticipation of an expanded business next year some of the largest mills are to double their capacity.

The other great staples are firm as a rule. Wool has been strengthened by higher prices realized at the recent London auction sale, and woolen goods are firm in sympathy, though the market is quiet. The boot and shoe trade continues in good condition. Boots have been advanced and prospective large orders for distant delivery have caused an improvement in the price of leather. Cotton alone is inclined to halt and is irregular. In farm products the feature of the week was the series of heavy frosts in the corn belt, which did a good deal of damage to the late grain, especially in Nebraska.

The money market is beginning to exert an unfavorable influence in Wall street, as it is quite apt to do at this time of the year. The withdrawals of currency from New York to move the Western crops have been larger than expected, which tends to render operators wary, though this may be more or less offset by imports of gold from Europe already under way. Of course, this westward flow will soon turn eastward again, so the deficiency will be merely temporary.

Here in San Francisco business is good, but it would be much better were it not for the strike, which is hampering the delivery of country produce and cutting down the demand for it, which all comes back upon the farmer in due time. For instance, the commission merchants on the Hay Exchange report an unusual number of orders for export and domestic consumption, which cannot be filled, as the goods cannot be delivered in sufficient quantities, and the dealers in oats say that owing to this same strike the consumption of oats in San Francisco is less than one-third of the normal at this time of the year. These hindrances, of course, affect prices, and they are but two out of an extended list which might be cited. The hay men say that business would be better by 25 per cent than ever before were it not for the strike, whereas it is now less than usual. And so on down a long list. Still, in spite of these drawbacks, the trade of the city is making a good showing, and, excepting in regard to the strike, the merchants are not complaining.

A curious story comes from Mississippi to the effect that a convict sentenced to be hanged recently refused to take advantage of an opportunity to escape, and while several of his fellow prisoners got safely away he remained in his cell. It is not stated whether the man acted from a conscientious sense of duty to stand by his conviction, or whether, after a philosophical review of conditions, he decided it is better to be hanged in Mississippi than to live there.

A FRIGHTENED CROCODILE

THE Examiner, after inviting and suggesting the assassination of the President for months and up to the very morning of the day that the crime was committed, broke out in a crocodile blubber over the accomplishment of its work. The roar of rage against it that went up from every State in the Union frightened it, and cowardice and fear, not sorrow, made it pretend a sympathy it did not feel. A criminal will usually furnish unconscious evidence of guilt. The Examiner did this when it edited out of all memorial addresses every reference to the agency of Hearst's yellow journalism in the crime that good men and women were deploring.

Having abused the police of this city for trying to protect men in their right to labor, and by every possible sinister and open suggestion having advised gangs of cowardly strikers to murder non-union men, and having done all its bad best to foster lawlessness and crime, until the city streets are safe only for ruffians and murderers, and the railways and ferries have become dangerous to travelers, the crocodile is getting scared again, and begins to retreat. On Saturday morning it began to turn on its dupes just as it turned on its pupil, the assassin of the President. Having counseled and advised the murder of non-union men, it on that day announced editorially that "brutality cannot win a strike." Laboring through a list of lies about the police and the employers, and announcing that it "has protested against the employment of ex-convicts as special policemen for the purpose of provoking strife," that paper, which engages ex-convicts on its staff and in its business, admits that "even if the employers publicly announced their intention to destroy unionism in San Francisco, that would not be justification for five men beating one."

Again, then, the thick hide of that paper has been pierced. The gorilla turns tail, the baboon blubbers, the crocodile resorts to tears.

After more than two thousand deadly assaults have been committed, after doctors who attend wounded non-union men have been threatened with murder, while two murdered non-union men were lying dead in Oakland, and law and order have been suspended for weeks by the violence it has incited, the teeth of the coward chatter with fear and its knees knock together. It is getting ready to sacrifice the dupes it has deceived and deluded. As it barked and blubbered at Czolgosz, it is getting ready to betray the strikers whom it has led into crime and trouble.

In the very issue in which it threw out this first feeler, it did as it has done from the beginning. It suppressed and sophisticated the day's news. Renas Mathesen, sole support of an aged and helpless mother, had dared to work for wages without permission of the Examiner's partners in infamy, the union leaders. For this reason he was condemned to death and was killed. At the same time died Frank McGuire, murdered by another gang of the Examiner's union thugs. But that paper made no mention of these two murders that it had procured to be done. It mutilates memorial addresses and suppresses news which expose its evil and criminal influence, but begins to mouth against violence!

There is blood upon it and the red evidence of murder shows through the black ink in which the frightened, filthy and unrepentant coward begins to write its way out of the guilty leadership which it chose to assume. It could deceive the strikers and law-breakers, but it cannot deceive the law-abiding people of this community. They will bring order on the fields it has reddened with crime, and will make the street, railways and ferries safe without its assistance. It is not an EX-convict. It is convicted and sentenced by public opinion and must do a felon's time for its crimes. Decent people do not need its help. Its lawless associates, against whom it is getting ready to turn, will soon be administering its punishment.

THE CANAL TREATY.

FROM the moment that President Roosevelt took the oath of office the press correspondents at the capital became more interested in the course he would pursue in relation to the isthmian canal treaty than in any other single feature of his policy. In their reports they have given a good deal of space not only to the President's words on the subject, but to rumors and gossip concerning his attitude toward it. It is hardly to be doubted that in giving such prominence to that phase of the change in the Presidency the correspondents have reflected the tone of official sentiment in Washington. The treaty is evidently regarded as the most important work now in the hands of the administration, and there has been great eagerness to know whether the new President would support it or not.

The emphatic declaration made by the President just before taking the oath of office that he would carry out President McKinley's policy in its entirety did not completely dissipate the fears that existed in some quarters at the capital, for reports came from that point to the effect that it was believed Hay would soon retire from the office of Secretary of State and that a new Secretary more in accord with President Roosevelt on the canal controversy would take his place. Even the last lingering fear of that kind seems now to have been dissipated. Secretary Hay is to retain his place, and the special correspondent of The Call has been authorized to say: "The State Department is greatly encouraged to believe that it will be able to make a treaty embodying all the ideas agreed to by the Senate and at the same time satisfactory to the President and to Great Britain."

The news will be thoroughly gratifying to the American people. The construction of the canal has been long desired. In Congress after Congress efforts to provide for the work have been made and at many times success has seemed to be in sight. At each promising juncture, however, something interfered and a new delay took place. President McKinley was heartily in favor of the enterprise. His treaty with Great Britain, arranged for the purpose of enabling an immediate undertaking of it, was rejected by the Senate. A new treaty has been under consideration all summer and will be ready for submission when Congress meets. The retirement of Secretary Hay would doubtless have entailed the making of another treaty and consequently a further delay in the work. It is therefore gratifying to learn that there has never been any danger of that kind.

Late reports on the subject from Washington are altogether favorable. The Senators who were opposed to the first treaty have been consulted in the formation of the one now under consideration and there is every reason to believe a majority, if not all of them, are satisfied. The treaty itself, it appears, has not yet been framed. Nothing has been done further than to settle the points in dispute. The formal document will not be drawn up until Lord Pauncefote returns to this country next month. That will give ample time for President Roosevelt to shape it in accord with his views of what is best for the country. Thus the long negotiations preliminary to the undertaking are about to end. Our Washington dispatches say: "All signs now point to the acceptance of the treaty by the Senate. President Roosevelt will do everything in his power to bring about this result."

It is stated that the friends of Sir Thomas Lipton have given him more than fifty birds, cats, dogs and other kinds of pets, each being specifically donated as a mascot for the Shamrock, and the whole crowd has quarters on the yacht, but all the same Sir Thomas puts his trust mainly in his crew.

It is now claimed by a French scientist that he has isolated the bacteria of fatigue, and it would seem that the man of the future will be able to work himself to death without ever having that tired feeling which has been so conducive to holidays in the past.

A MCKINLEY MEMORIAL.

SINCE a movement has been started to erect in this city a monumental memorial to President McKinley it is to be hoped the committee having the matter in charge will address themselves to it with promptness and energy. The work should be accomplished while the services and the character of the illustrious dead are still fresh in public memory. Time, of course, will be required to complete the monument, for great artistic designs are not to be achieved in a day, but the money required for the cost ought to be forthcoming at once.

America is rapidly becoming noted for the magnificence of her monumental work. Our growing artistic taste and our increasing wealth are finding expression in the production of such structures, and we have already several which surpass anything of a similar kind in any part of the world. One result of this tendency is that as soon as a great man dies a movement is started to erect a monument to him. Most of such movements come to nothing. A considerable sum of money is collected, but not enough for the desired monument, and after much talking and a good deal of solicitation for subscriptions the affair is abandoned. We must not have an instance of that kind in the present movement.

William McKinley merits a memorial monument in every State in the Union, and there are special reasons why such a monument would be appropriate here. It was under his administration that the nation began to look across the Pacific for expansion and for commercial greatness. His name and fame will be forever associated with that policy which has carried us forward in the Orient and which in the future is to achieve so much not for ourselves only but for humanity itself and for the welfare of the world. His part, therefore, in the destiny of California has been a large one, and the public appreciation of his statesmanship and his patriotism will grow with the years. It is therefore fitting there should be a monument erected to him in this city. If it is to be done, however, it should be well done and done quickly. We should not leave the enterprise to linger and delay so that it will come at last as if it had been coaxed from a reluctant people.

The Geographic Magazine in discussing the size of Siberia says if the forty-five States of the American Union were taken up and planted bodily in the midst of Siberia they would be included in every direction by a wide border of land, and in that border territory could be placed all the countries of Western Europe, leaving still unoccupied an area of 300,000 square miles, or about twice the size of imperial Germany. That sounds like land enough to satisfy anybody, but the Czar wants more.

Lord Farquhar, who has been appointed master of King Edward's household and who is also at the head of the syndicate organized to liquidate the King's debts, is stated to have already devised ways and means of saving more than \$100,000 annually in the royal expenses. Of course that means the reduction of salaries for many officers of the court and the dismissal of several officials from sinecure jobs, so the economy is not received with universal congratulation.

There is to be an international congress of physicians and insurance men at Amsterdam during the latter part of this month, and Americans have been invited to attend it, but for some reason there has been no invitation given to undertakers.

One of the most distressing things ever witnessed in the progress of journalism is the effort now being made by the reform papers in Philadelphia to induce the people of that city to wake up and get a move on before the machine runs over them.

The controversy between France and Turkey has not been submitted to arbitration, but it is believed the Sultan caught the eye of Kaiser William, and when the Kaiser shook his head the Sultan decided to pay up.

TEN DOLLARS A WEEK SUPPORTS COUPLE AND NINE CHILDREN



JOSEPH CHARLAND, A SALESMAN IN A RETAIL FEED STORE IN MINNEAPOLIS, IS THE FATHER OF NINE BOYS, AND HIS WIFE IS SUCH AN EXCELLENT MANAGER THAT HIS MEAGER EARNINGS KEEP THE FAMILY IN COMPARATIVE COMFORT.

A FAMILY of eleven may live with comfort and self-respect in a large city on an income of \$10 a week, says the New York World.

You may doubt it if you will, but Joseph Charland, who believes that happiness is independent of wealth, is in a position to dispute you, for Joseph Charland of Minneapolis has tried it and it works.

Moreover, Mr. Charland's family is a sturdy one, consisting of Mrs. Charland and nine boys, all well and strong and with the best of appetites.

They have never gone hungry or barefoot, their father says, and as their mother is too sensible to worry, and as he himself has a good conscience and a good digestion, there is never a financial cloud on the horizon of the family happiness.

The chronicles of the Charland family are simple enough. Joseph Charland was born in New Brunswick, and his wife came to this country from Ireland when she was but 3 years old. They were married in Wisconsin and moved to Minneapolis in 1883.

For many years past Charland has been employed in a retail feed store in Minneapolis as a salesman. In this way he earns

the \$10 a week which he claims is sufficient for health and happiness.

The nine sons are all below the wage-earning age, but neither mother nor father seems to be in a hurry to set the youngsters at work. The family might have numbered eleven boys had not the oldest one, born in 1884, died, his death being followed by that of another brother.

Six of the boys attend one school, and as all are quick at learning, their parents wish them to continue until graduation.

In the picture of this remarkable family, shown here, the tallest boy, standing next to his mother, is Joseph, aged 13. The others follow in order: Edward, 12; John, 10; Walter, 9; Henry, 8; Willie, 5; James, 4; Thomas, 3; George, 8 months.

The secret of this household's prosperity on so small a foundation is, according to her gallant husband, in Mrs. Charland's genius for housewifelyness and motherhood.

It is she who is administratrix of the family finances with such success that three satisfactory meals a day never fail to appear.

Their little house, sufficiently suburban in location to be obtained for an incredibly cheap rent, is amazingly neat.

Indeed, his only regret is that he is not able to save something from that weekly \$10. He sometimes, indeed, accuses himself of extravagance.

JAPAN WILL REORGANIZE ITS NAVY DEPARTMENT ON LINES NOW IN VOGUE IN OTHER COUNTRIES

Belief That the Result Will Prove Beneficial and End the Abuse of Power That Has So Long Existed in the Navy of the Oriental Empire.

THE Japanese Government has practically decided on a scheme of naval and army reorganization, in which it is provided that the Ministers of these two branches, instead of being necessarily officers on the active list, may be civilians sharing full responsibilities with the other Cabinet officers.

The scheme also provides that the chief of the Military and Naval Bureau shall be independent of the Emperor as the chief of the staff. This reorganization will undoubtedly result in greater efficiency, and is following the systems of Great Britain, France and the United States, where civilian Ministers control and are held responsible for the affairs of the navy. The training and environments of naval officers are not calculated to make them politicians in the broad sense, nor are they, as a class, good business men. If naval officers in this country were eligible for the office of Secretary of the Navy it is easy to foresee the disastrous results from having a partisan in that office. There would be soft shore berths for the victorious contingent and waiting orders or undesirable sea duty for the others. It is now done to a considerable extent through hoodwinking a civilian secretary, but with a naval officer in absolute control the unchecked rewarding of friends and punishment of enemies would result in utter demoralization of the service. The Japanese navy has suffered from this abuse of power for some time, and the remedy proposed will benefit the navy and army.

The naval expenditures of Japan have increased vastly during the past ten years. The ordinary expenditures for 1891 of \$2,706,000 are now \$10,085,500, and the extraordinary expenditures have risen from \$2,044,500 in 1891 to \$8,477,000, the totals for the two periods being \$4,750,500 and \$18,562,500, an increase of about 300 per cent.

The new royal yacht Victoria and Albert has proved a safe vessel, but on her initial trip to Gibraltar she rolled to such an extent as to make many of the officers and crew seasick. Under half-boiler power the engines developed 5300 horsepower, giving a speed of 16.2 knots.

By the operations of the United States navy personnel law of 1889 the engineer corps ceased to exist as a distinct branch of the navy, and its members were transferred to the several grades in the line. One hundred and sixty-five officers were thus affected, of which there were 8 captains, 15 commanders, 27 lieutenant commanders, 29 lieutenants, 29 junior lieutenants and 22 ensigns. All of the first two grades and twenty-five lieutenant commanders were to perform engineer duty only, while the others were required to qualify for line duty by examination after March 1, 1901, and by this time all of the latter have passed the qualifying ordeal, except one, who has been temporarily rejected because of physical disability. The vacancies in the engine rooms of the ships have been filled by a corps of one hundred and fifty warrant machinists, and only very few of the original stock of line officers have been detailed for engineer duty, as was the intention of the promoters of the law. Engineer in Chief Melville is apprehensive that the

machinery of the ships will suffer in consequence, but the former engineer officers are so whole content with having attained actual rank as line officers, and the line officers are escaping disagreeable engine room duty, thus demonstrating to their own satisfaction that Rear Admirals Walker, Evans and the majority of old-time line officers were correct in their assertion that it needed only warrant officers to run the engines.

The naval powers of Great Britain, France and Japan are somewhat skeptical about the success attending the abolition of the engineer corps in the United States navy and continue the management of machinery on board ship in the old way. The two first-named navies are increasing the number of engineer officers, and in Japan the education of the deck and engine room officers is distinct and separate. One hundred and five midshipmen in the latter navy who have recently concluded a training course in the Hashidate and Itsukushima have been distributed among fourteen warships for a second term of training and forty-six engineering cadets, recently attached to the Chiyoda, have been assigned to eleven ships for further practical instruction and experience in engine room duty.

Two vessels were launched September 1 for the British navy, namely: the battleship Exmouth at the Laird yard, Birkenhead, and the armored cruiser Bedford at the Fairfield yard, Glasgow. The Exmouth is of the Duncan class, six in number, and is of 14,000 tons and nineteen knots speed. There are ten sister ships to the Bedford of 8900 tons and twenty-three knots speed, of which four have been launched. The keel of the Exmouth was laid August 19, 1899, and that of the Bedford, February 19, 1900.

A shallow-draught gunboat for the British navy, named the Moorhen, was launched August 13 from Yarrow's yard at Poplar and had her official trip two weeks later. The boat drawing twenty-seven inches, with a load of forty tons, averaged over thirteen knots for three hours under natural draught, and against a twenty-five knot breeze. She is built in sections and will be taken to pieces for shipment to China, where she is to serve as a river patrol. The Moorhen is just the type of war craft needed in the Philippines, where the intricacies of navigation make the use of large vessels extremely hazardous.

Disquieting rumors are going the rounds in the British press concerning the late maneuvers, and thus far the Admiralty has done nothing to allay public uneasiness. It is claimed that break-downs were frequent and that desertions of firemen have been so numerous that it became necessary to employ seamen to work in the boiler rooms to make up the deficiency in the engineer force.

Two gunboats for the Mexican navy are being built at Ellizabethton, N. J. They are of the Machias type in our navy, 200 feet length, 23 feet beam and 19 feet draught, with a displacement of 1000 tons. They are to have a speed of sixteen knots and to carry a battery of four 4-inch, four 6-pounders and a bow torpedo. Their coal capacity is alleged to be for 7000 miles and the engines are 2400 horsepower.

PERSONAL MENTION.

R. E. Hyde, a banker of Visalia, is registered at the Lick. W. E. Woolsey, the orchardist of Santa Rosa, is at the Occidental. Dr. Gordon Wilson, a physician of Scotland, is staying at the Grand. W. W. Worthing, a real estate man of Stockton, registered at the Grand yesterday. D. S. Rosenbaum, a prominent grain broker of Stockton, is staying at the Palace. The Rev. Herbert Thomson and wife of Wilbur are among the arrivals at the Grand. A. F. Luening, connected with the Pabst Brewing Company of Milwaukee, is at the Palace. A. P. Stewart, traveling agent for the Chicago and Alton Railway, is a guest at the Occidental. W. H. Clary Sr., a mining man who resides at Stockton, is spending a few days at the Lick. John Fennell, one of the most exten-

ANSWERS TO QUERIES

CANADA'S POPULATION—Subscriber, Oakland and others. The population of Canada, according to the census of 1901, is given as 5,337,885. HIGHEST POINT—C. H. R., Vallejo, Cal. The highest peak in San Francisco is one of the Twin Peaks, the altitude of which is 925 feet. The north side of Market street is a direct line with the center of that peak. LIPTON—T. F. M., Oakland, Cal. The title conferred on Thomas Johnstone Lipton was that of a knight, not a baron. A letter directed to Sir Thomas Johnstone Lipton, New York, N. Y., care of the New York Yacht Club, will reach him. Choice candies, Townsend's, Palace Hotel. Cal. glace fruit 50c per lb at Townsend's. Special information supplied daily to business houses and public men by the Press Clipping Bureau (Allen's), 310 Montgomery street. Telephone Main 122.