

The San Francisco Call

MANAGER'S OFFICE, Telephone Press 204
PUBLICATION OFFICE, Market and Third, S. F. Telephone Press 201.
EDITORIAL ROOMS, 217 to 221 Stevenson St. Telephone Press 202.

Delivered by Carriers, 15 Cents Per Week.
Single Copies, 5 Cents.
Terms by Mail, Including Postage:
DAILY CALL (including Sunday), one year, \$10.00
DAILY CALL (including Sunday), 6 months, \$6.00
DAILY CALL (including Sunday), 3 months, \$3.50
DAILY CALL—By Single Month, .50
SUNDAY CALL, One Year, \$1.00
WEEKLY CALL, One Year, \$1.00

All postmasters are authorized to receive subscriptions.
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OAKLAND OFFICE, 1118 Broadway
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CHICAGO NEWS STANDS: Sherman House, P. News; Great Northern Hotel; Fremont House; Auditorium Hotel.
NEW YORK NEWS STANDS: Waldorf-Astoria Hotel; A. Brentano, 21 Union Square; Murray Hill Hotel.
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AMUSEMENTS.
Grand Opera-house—"My Friend From India."
Alcazar—"The Tempest's Fardier."
Columbia—"The Henrietta."
Orpheum—Vaudeville.
California—"Sporting Life."
Tivoli—Paul Stewart, Testimonial.
Central—"The Great Northwest."
Chutes, Zoo and Theater—Vaudeville every afternoon and evening.
Fisher's—Vaudeville.
Wirths Baths—Open nights.

SLIGHT DECREASE IN GENERAL TRADE.

GENERAL trade was less active last week. The bank clearings of the country were only 14.8 per cent larger than for the corresponding week in 1900, which is the smallest gain for some time. But every city of size showed an increase, though the gains in all were smaller than has been the rule of late. The failures were 240, against 205 last year.
No particular line is responsible for this slight decrease in the volume of business last week. It seemed to be general rather than special, but it was not sufficiently pronounced to cause unfavorable comment. In fact, the business of the country was so brisk that there were not cars enough to handle the freight offered. This condition has prevailed for a year or more and is hampering trade from Maine to California. The railroads are ordering new cars fast enough, but the iron and steel trade has been so rushed for several years that the different works have been unable to supply the demand. Nor is there any immediate prospect of a slackening up in the iron trade. The Pennsylvania Railroad last week placed an order for 160,000 tons of steel rails, the largest order of the year, and this, with other orders for rails, has run the total amount booked for 1902 delivery up to 1,500,000 tons. This does not indicate any lack of activity in the iron and steel business.
The other staples are also sending in good reports. Shoe shipments are largely in excess of a year ago, and leather is from 5 to 10 per cent higher than in September, while hides are strong and active all over the country. Woolen mills are fully occupied and are buying raw wools liberally at firm prices. The cotton crop has begun to move more freely, which has led to prompter Southern collections. The movement in coal is retarded by lack of cars. Provisions are unsettled at Chicago and other Western centers, and the general tendency in both hogs and cured meats is downward, as the recent high prices checked consumption. Wheat has taken an upward turn, chiefly on account of serious damage to the Argentine crop by drought, and quotations have been slowly advancing for some days. Flour has sympathized with wheat, and the output is heavy, the Minneapolis mills breaking all records last week. The general wholesale and jobbing trade of the country is reported good, though hardly as lively as it has been for some time. Sales of fancy goods for the Christmas holidays are unusually early, indicating an expected heavy business in this direction.
A good sign is the liberal ordering by railroads of steel to replace wooden work. This shows that the railroads are on a good basis and are now in a position to build with a view to solidity and permanence. Coupled with the general shortage in cars just mentioned, this looks as if the railroads were doing a rushing business.
Conditions in the local market remain about as before. All lines, except several farm products, such as hops, dried fruits and the minor cereals, including barley, are reported active, and generally at good prices. The outward movement of wheat has improved materially, owing largely to a marked decline in ocean freights and a simultaneous improvement in the price of wheat abroad. Merchants who handle general merchandise report the demand steady and large. Passengers on the ferry-boats see many more vessels in the bay than in recent years, and they are all moving about. Collections in all lines are reported good, and there are no failures large enough to attract attention. The present year, taken all in all, is one of the best that the farmers have had for some time, and the city trade reflects this prosperity in a brisk commerce, both local and foreign. We are doing about as well as we ever did, which is saying a good deal, and there are no indications of any falling off in business.
Mr. Frank Garland, the gun inventor, who is said to have obtained a divorce from his wife, the consent of a new girl to become his wife, and a \$500,000 order from the Russian Government on the same day no doubt will mark the date as the luckiest in his life, but time may have another tale to tell.

THE CHOICE OF SUPERVISORS.

M. R. ASA R. WELLS said in his speech on Saturday evening that he was nominated by the Republican party and that The Call opposes him because the proprietor of The Call was not permitted to dominate the Republican convention. From that statement it is evident that either Mr. Wells has a very short memory or else he is utterly reckless of what he says.

When soliciting the support of The Call, which was refused him, Mr. Wells stated to the proprietor in the presence of Mr. Grove P. Ayers that if he had seen the list of men who were to be nominated as Supervisors on his ticket he would not have accepted the nomination for Mayor. In repeating that statement substantially to a representative of The Call for publication, he said: "If I had seen the list of names I would no more have accepted the nomination for Mayor than give up my hope of going to heaven when I die."

That is Mr. Wells' opinion of the men whose nomination for Supervisors was dictated to the so-called Republican convention by the Democratic railroad bosses, W. F. Herrin and Jere Burke. If Mr. Wells would not have accepted the nomination on such a ticket, had he known what it was going to be, why should he expect The Call to support the ticket now that the character of its membership is known?

The Burke and Herrin ticket of Supervisors is not only bad in its personnel, being composed in the main of persons utterly unfit for the office, but it is rendered worse by the pledges imposed upon it and by the character of the domination to which it is subject.

The ticket of Supervisors which revolted Mr. Wells for a moment and The Call permanently is pledged to a wide open town, to the schemes of the gas and the water company and to whatever else Mr. Herrin may demand. That charge has been made over and over in language even more specific than we now state it, and yet it has never been denied by Mr. Wells, by Mr. Herrin, nor by the Herrin nominees for Supervisor.

The issue raised by the nomination of such a set of Supervisor candidates under such domination is one which no decent citizen of San Francisco can afford to overlook or ignore. The election of that set of men would surrender San Francisco to the looting of every kind of looters from corrupt corporations to tin horn gamblers and poolroom touts.

Herrin has surrounded himself with the worst elements in San Francisco. He is backed in this fight not only by Jere Burke and Sam Ramey of the Democratic camp, but by Mose Gunst and Max Goldberg. His success would mean the opening up of the town to pretty nearly every form of vice and iniquity that has money in it. The schemes of the gas company and the water company and the Southern Pacific Company would be jostled by the jobs that Gunst and Goldberg delight in. Everything from the City Treasury to the Police Department would be in the hands of the looters. The Supervisors would do what Herrin commanded, and Herrin would command whatever meant money for the vicious and debased gang that is supporting him in the fight.

The issue in the contest for Supervisors is that of saving San Francisco from being looted. Mr. Wells spoke like a man of true civic patriotism when he said that if he had known what kind of men were to be nominated on the Herrin ticket for Supervisors he would no more have accepted the nomination than he would have given up his hope of going to heaven. There is no possible defense for such a ticket, no sufficient palliation of its offensiveness, no satisfactory apology for its nomination. It is not a Republican ticket. It is a Herrin and Burke ticket, a Goldberg and Gunst ticket; a ticket that means loot.

Last January at a banquet at the Palace Hotel Mr. Wells said: "The Supervisors I believe are the best board we ever had in this city. In the forty-eight years I have lived in this city I have known of no such board as we now have."

The board deserved the commendation thus given by Mr. Wells. It has received substantially the same commendation from the great mass of the intelligent people of the city. Most of its members have been renominated. The Call supports them because they deserve re-election. Their defeat would mean the betrayal of the city into the hands of those men whom Mr. Wells has declared to be unfit and who are known to be pledged to the worst elements in alliance with Herrin. The appeal therefore goes to the civic patriotism of the citizens: Vote for the men who have been tried and found true; and down the tools of the corporations and the advocates of a wide open town.

Finally it is just as well to remind Mr. Wells that he was nominated by the same convention that nominated the Supervisor ticket of which he is ashamed.

EDSON'S SECOND THOUGHT.

OVER and over again The Call has had occasion to point out to the people facts tending to the conclusion that the Railroad Commission obtains from the Southern Pacific Company's law office the decision which the commission is called upon to make in any important case that comes before it. Upon one occasion, indeed, the decision seems to have been handed over to the commission not from the law office direct, but from the dining-room of the residence of W. F. Herrin. It is now necessary to once more direct attention to new facts tending to the same conclusion.

When a majority of the Commissioners decided the oil rate case in such a way as to give a slight reduction in rates on oil between Bakersfield and this city there was a little flutter of surprise among the people. Something utterly unexpected had happened. It seemed that the commission had for once found a decision without consulting the railroad law office. The reduction made was very slight, but still it was a reduction, and among the oil men there was a consciousness of victory.
The oil men, however, were mistaken. Why the commission reduced rates we do not know, but it is now evident that it acted unwisely, for the railroad has petitioned or demanded a rehearing and the commission has promptly declared its former action invalid and put the rates back where they were before. There is to be a rehearing of the case and, perhaps, a rehearing at Mr. Edson's residence; and then there will be another decision. It remains to be seen whether after that decision the smile will be on the face of the oil men or on that of the railroad.

The old farce plays itself over and over again. In this particular instance it has presented a new stunt—that of Mr. Edson performing a flip-flop. That Commissioner was one of the majority that reduced the oil rates. He is also one of the majority that invalidated the reduction. His colleague, Laumeister, who voted with him for the reduction, was not present when the vote for invalidation was taken. Mr. Edson therefore had the stage to himself, as it were, and his somersault was the spectacular feature of the performance.

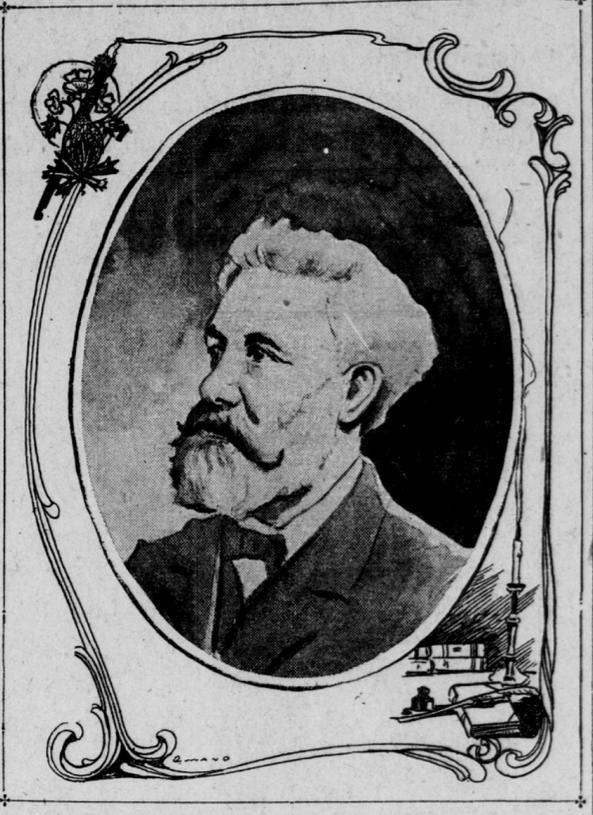
The reason assigned by Mr. Edson for the flop was not less farcical than the flop itself. The petition, or demand, for a rehearing came from the railroad, but Mr. Edson said he granted the rehearing for the sake of giving the oil men a chance to introduce more evidence. Did ever a clown utter a greater absurdity? The public would like to have a heart to heart talk with Edson, one of the kind of talks that Herrin has with him—a sort of searching talk that reaches him in the right place. It would like to learn from him whether he really believes he is deceiving the public by his pretense that he has granted a rehearing to the railroad solely for the purpose of doing more substantial justice to the oil men. It would like to know just why Mr. Edson voted to vacate the act reducing rates before the new hearing is had. If, upon the evidence submitted to him at the first hearing of the case, Mr. Edson deemed it right to reduce rates, why does he now set the reduction aside without further evidence. If the railroad have made a sufficient showing for a rehearing why does not Mr. Edson grant the rehearing on that showing instead of granting it, as he says, for the sake of giving the oil men a hearing? If the railroad have not made a sufficient showing for a rehearing why does Mr. Edson grant it at all? Why does he drag the oil men in when they did not wish to come in? Is it that he intends to force a benefit on them?

Whether the commission costs the Southern Pacific Company more money than it costs the State of California we know not, but of one thing we are certain—the work done by the commission is worth a great deal more to the road than to the State; so that if the cost to the road is five times that imposed on the people the road is still getting the better of the bargain. The public has long noted that every time a Commissioner flops he flops "agin the people."

The project for draining the Zuyder Zee of which so much was heard a short time ago has been dropped by the Dutch Government, the Ministry having reached the conclusion that the ruling price for arable lands is now so low that very little would be gained by the creation of new agricultural holdings.

It is reported from London that a difficulty is found in getting young men to enlist in the army for foreign service just now because of the eagerness of the people over the coming coronation. Everybody wishes to be in town to see the show and join in the whoop-up.
When those astute railroad Democrats, Burke and Herrin, undertook to make up a municipal ticket they ought at least to have made it harmonious and not given it a head that denounces the tail nor a tail that tries to sting the head.
Have you made your contribution yet to the McKinley memorial fund? If not, this is a good time to do it.
The campaign was dull at the start, but it is sharp enough now to cut ice with everybody.

BLINDNESS BEFALLS AUTHOR JULES VERNE



JULES VERNE, THE FAMOUS ROMANCIER OF FRANCE, NOW IN HIS SEVENTY-THIRD YEAR, WHO IS REPORTED TO HAVE BECOME TOTALLY BLIND AT HIS HOME IN AMIENS.

JULES VERNE, who is reported to have become totally blind at his home in Amiens, has been a sufferer with deficient eyes for a long time. The great romancer of science is now in his seventy-third year, but he has never ceased his literary work, even after his sight began to fail. He published a novel only three years ago, and, although this did not bear the vigorous stamp of his early work, it was by no means weak. Mr. Verne recently distinguished himself by declining a seat in the French Academy for the second time. He began his literary career as a dramatist and for thirteen years labored successfully in that field as a writer of comedies. It was not until 1863 that he published the first of the stories upon which his fame was to rest. This was "Five Weeks in a Balloon." Its immediate and rebounding success induced M. Verne to continue to exploit himself in this direction and the result was that widely read series of romances which have delighted the world, young and old, for thirty years or more. M. Verne's chief amusement since his youth has been yachting. He owns a fine steam yacht and his happiest days have been those spent on its decks.

PERSONAL MENTION.

R. H. Jackson of Reno, Nev., arrived at the Palace yesterday.
Lieutenant L. Bradman, of the United States Marine Corps, is a guest at the Grand Hotel.
Howard A. Dodge, an attorney of Los Angeles, is among the arrivals at the Grand Hotel.
S. D. Rosenbaum, a well-known merchant of Stockton, is in the city on business, and has made his headquarters at the Palace.
Garrett McEnerney, who left here the early part of this month, is at present in France. He spent two weeks touring Ireland, and has written friends in this city that he is having a most enjoyable time.
Max Hirsch, treasurer of the Metropolitan Opera-house of New York and financial agent of Maurice Grau, arrived from New York yesterday and is staying at the Palace. Mr. Hirsch made many friends here during the last season of grand opera, and his return to San Francisco is a pleasant surprise to the patrons of grand opera.

A CHANCE TO SMILE.

"I suppose there's no use of asking you to go with us," said the shirt waist to the corset. "We'll all be in negligence, of course."
"Thank you," replied the corset stiffly. "I have a pressing engagement at home."
—Plain Dealer.
Major Crust—So you refuse me, Miss Fondant? Miss F.—I am very sorry, Major Crust, but your son just proposed to me, and I accepted him. Major C.—Good gracious! You don't mean to say the boy has been such a fool?—The Bits.
Church—Did you ever ride in one of those electric cabs?
Gotham—Once.
"How'd you like it?"
"Got a terrible shock when I got out."
"Heavily charged, was it?"
"Yee, I was."—Yonkers Statesman.
Citizen—I want a perfectly noiseless lawn mower.
Dealer—You are a very considerate person.
Citizen—Yes, I have to be. If I can't get up early and cut grass without the neighbors hearing me I'll have to tend that lawn mower seven times before I get to use it again myself.—Record-Herald.
"I'm afraid I can't interest my 5-year-old Elsie in fairy tales any longer."
"Ah, why not?"
"I was telling her about the 'Forty Thieves,' and when I got to the forty oil jars with a thief in each jar, what do you suppose she said?"
"I give it up."
"Say, 'Wouldn't that jar you.'"—Plain Dealer.

On a sweltering Sabbath in a little church in the backwoods the perspiring minister, instead of preaching a long sermon, called the attention of the congregation to the figures on the thermometer. "Just study those figures," he said. "It ain't half as hot here as you'll find it hereafter if you don't mend your ways."—Atlanta Constitution.

"Huh!" exclaimed Mr. Rox, after reading his morning mail. "Our boy's college education is making him too blazed smart."
"Wha's the matter?" asked Mrs. Rox.
"I wrote to him the other day that I thought it would be kinder for me not to remit the check he asked for. Now he writes: 'Dear Father: I shall never forget your unremittent kindness.'"—Philadelphia Press.

An ill-fort correspondent has just had a card left upon him, and has sent it to us. It is an ordinary visiting card, bearing on the front, "The Lord Jesus Christ." In the left hand corner, usually devoted to the address, is "In Heaven, 4 you Interceding." On the reverse is printed the name of John Kensit. We think it better to add no comment. To take it seriously would be flattery of the name on the back, and the obvious jest would add a further insult to the name on the front.—London Daily Chronicle.

SUMMER RATES at Hotel del Coronado, Coronado Beach, Cal., effective after April 15; \$60 for round trip, including 15 days at hotel. Pacific Coast S. Co., 4 New Montgomery st.

NICARAGUA'S ASPIRATIONS IN A NAVAL WAY

It is reported that Nicaragua has purchased a monitor from Germany. The only vessel of that type in the German navy is the Arminius, built in England in 1882 at a cost of \$400,000. She is of the Camanche type, 323 tons, and when new had a speed of nine knots. The belt armor and turrets are of iron only four inches in thickness, and the battery consists of four 8-inch Krupp guns, old pattern. The vessel was struck off the active list twenty years ago and is entirely unfit for venturing away from her anchorage in the harbor of Kiel. The price which President Zelaya of Nicaragua is said to have paid for this old iron is \$350,000, for which sum our Navy Department would no doubt readily dispose of the vessel to the Spanish Government, as the active list of the League Island, as they are of no fighting value whatever and yet far superior to the Arminius in resistance to shot.

The floating dock built at Baltimore for the naval station at Algiers, near New Orleans, has been completed. She started on its long voyage for its destination, which it may reach, barring accidents, in about twenty-five days. Another floating dock, that at Havana, is slated for a much longer voyage, but the time for its departure for the Philippines has not been fixed. This dock was built in England for the Spanish Government at a cost of \$45,000 and towed to Havana in 1897 at a cost of \$25,000. It was purchased by the United States last July for \$185,000, with the intention of locating the dock at Subig Bay in the Philippines. The structure is said to be in good condition and only about \$80,000 will be required to put it in perfect working order, but the expense of towing the dock nearly 12,000 miles via the Suez canal will be very heavy. The cost has been estimated as low as \$30,000, but as the canal dues will not be less than \$10,000 it is evident that coal, vessels and other other necessary outlays will largely exceed this low estimate. The dock is capable of lifting the largest battleship yet built in our navy and will eventually pay for itself by the saving effected in present heavy docking charges paid in Hongkong.

During a race between seven torpedo-boat destroyers off Margate, October 7, the Angler and Salmon collided and a terrible calamity was narrowly averted. The boats were within thirty yards of each other when rounding the lights, the Angler being inside the Salmon's course; both boats were under full steam, and it appeared that the Angler was in danger of ramming the Salmon. The latter realized her peril and starboarded her helm, but the momentum of the Angler was too great and the Salmon's stern caught the other's starboard quarter, completely sweeping the aft gun turret. The Angler's side, rending the thin plates like cardboard. Only two men were injured, but the boats, brought in in a sinking condition into Sheerness, will require very extensive repairs.

The British third-class cruiser Fearless, of 150 tons, built fourteen years ago, has been repaired and refitted and made 15.4 knots on her commission trial. The vessel made 16.7 knots when new and, having had four commissions abroad, her recent performance is considered quite satisfactory. The first cost of the Fearless was \$400,000 and her repairs up to two years ago amounted to \$188,045, showing an annual average of 3 per cent of first cost expended in repairs.

The first of the five submarine boats built for the British navy was launched October 3 from Vicker's yard at Barrow. The boats are of the Holland type and are identical with those building in the United States. They are 85 feet in length, 11 feet 8 inches beam and will have a surface speed of eight knots and seven knots when submerged. The boats will have a crew of six. The other four boats also building at Barrow will be launched this year.

A new torpedo boat destroyer, the Syren, has had a twelve hours' coal consumption trial. Only two of the four boilers were used, developing 1224 horsepower, giving a speed of eighteen knots and showing a coal consumption of 2.2 pounds per unit of horsepower an hour. The Syren is one of a dozen boats built at Jarrow for the British navy, all of which have given good results.

The floating dock at Dar-es-Salaam, in German East Africa, was wrecked on August 12. During the testing of the dock one of the pontoon pumps failed to act and the dock sank. The loss, which is total, amounts to \$125,000, and falls on the contractor, the Howard shipbuilders at Kiel, as the dock had not been accepted by the colonial government.

The four torpedo boat destroyers built at Elbing in 1888-9 for the Chinese navy were appropriated during the late fight at the Battle of Tsushima. They are now being taken over by the British navy and Germany taking one each. They are the speediest and best all-around vessels of their class yet built for any navy, and will be of more use and better taken care of by their new owners.

The King of Portugal has purchased a small electric launch in England. It is twenty-eight feet in length, six feet six inches beam and draws two feet. Its motive power is twenty-four large accumulators, which will run the boat 100 miles at eight knots, or at a greater speed for a shorter distance.

Thirty-five French warships participated in the recent review at Dunkirk, of which six were battleships, two armored cruisers, three protected cruisers, four coast-defense ships and three torpedo boat destroyers. The remainder consisted of torpedo and submarine boats.

The naval appropriations of Japan for the year ending April 1, 1902, foot up to \$30,621,000, of which \$10,000,000 is for ordinary expenditures, \$9,492,000 for extraordinary expenses and \$10,800,000 toward an armor plant. The total is \$50,000,000 less than last year.

The trials of the Babcock & Wilcox boiler on board the British torpedo gunboat Sheldrake were stopped after six hours' duration, it being alleged that the coal consumption was largely in excess of the calculated expenditure for fuel.

Four drydocks and two basins are in course of construction at the Keyham branch of the Devonport dockyard, England. The work is nearly completed and eleven drydocks will be available in this one dockyard.

The Belleville boilers taken out of the British cruiser Hermes after being in use less than two years are being distributed among those dockyards. They will be mounted on hulks and serve in training stokers.
Germany is to build two destroyers fitted with Parsons steam turbines.
Walnut and Pecan Panoche. Townsend.
Choice candies. Townsend's. Palace Hotel.
Cal. Glace Fruit 5c per lb at Townsend's.
Townsend's California glace fruits, 5c a pound, in fire-stitched boxes or Jap. baskets. A. H. B. Great Britain. Townsend's, 629 Market street, Palace Hotel building.
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