

The San Francisco Call

THURSDAY, MARCH 6, 1902

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AMUSEMENTS.

Central—"The Last Stroke." Alcazar—"At the White Horse Tavern." Columbia—"Arizans." Orpheum—Vaudeville. Grand Opera-house—"A Contented Woman." Packer's Theater—"The French Maid." California—"Rupert of Hentzau." Tivoli—"The Sereade." Chutes, Zoo and Theater—Vaudeville every afternoon and evening.

Metropolitan Hall—Miss Leonora Jackson, Friday night. Metropolitan Hall—Emma Nevada, Saturday afternoon. Sherman-Clay Hall—Song Recital Tuesday night, March 11. Woodward's Pavilion—Winter Circus. Oakland Race-track—Race to-day.

AUCTION SALES.

By J. J. Doyle—This day, at 11 o'clock, contents of Stables, at 816 Mission street.

GOVERNMENT OWNERSHIP.

By the action of the British Government in forbidding Marconi to establish stations for operating wireless telegraphy within the kingdom a striking illustration is given of one of the evils inherent in Government ownership of public utilities. Great Britain owns and operates telegraph lines, and as a consequence forbids private competition. Were the lines in private hands competition of course would be available at any time and would find encouragement from the public and from the Government.

Marconi is reported to have stated the British situation with respect to wireless telegraphy in this way: "An act incorporating telegraph lines in Great Britain was passed by Parliament in 1870 with a clause providing that no person may maintain telegraph stations from any point in Great Britain to another point within the kingdom, but a station may be maintained if the end of the line is in another country. That clause, Marconi went on to say, is now applied to his company. His stations used to communicate with ships more than three miles from the coast are of course not within the scope of the law, for the messages pass beyond the jurisdiction of the empire. Marconi reports that he once pointed out to the Postmaster General that if a ship were stranded in a fog or storm within the three-mile limit and should telegraph for aid the Marconi stations could not answer without violating the law, whereupon the Postmaster General informed him that in such cases there would be no prosecution. That assurance, however, was of course unsatisfactory. The inventor closed his statement by saying: "Three years ago I asked for a license for a short inland line, but it was refused. It is very difficult to get any concessions from them which they need not give."

The situation is a logical and almost inevitable outcome of Government ownership. The Postmaster General is aware that his Government has invested a large amount of money in telegraph lines and is dependent upon public patronage of the lines to obtain a revenue to sustain them. He naturally feels that it is his official duty to guard the lines against competition. Progress in telegraphy is therefore stopped until the Government itself gets ready to adopt the improved methods.

A similar situation would develop itself if Government ownership extended to street car lines, water works, lighting plants or any other public utility. The officers in charge of a municipality in possession of a lighting plant, for example, could hardly be expected to authorize competition. Progress, in effect, halts where Government ownership begins.

This is one of the factors that should be duly regarded in every serious consideration of the question of Government ownership of any kind of utility that can be left to private hands. So long as the Government itself keeps its hands off competition is always possible, and under the stimulus of competition or the fear of competition private parties are compelled to promptly adopt every improvement offered. No such stimulus can affect a Government. The British example teaches the lesson clearly. Marconi's telegraphy may be applied for transmitting messages beyond the three-mile limit of the coast, but inland it is forbidden.

The Governor of South Carolina thinks both Tillman and McLaurin should be expelled from the United States Senate, and as that would give him a chance to get in there is no doubt of the sincerity of the thought.

St. Louis is still insisting she will open her exposition on time, but there is something like even betting in other parts of the country that she won't.

THE SHIPPING BILL.

SENATOR FRYE'S strong presentation of the merchant marine bill gives encouragement to the expectation that Congress will at last enact this measure of justice to one of the greatest interests of our people. Measures providing for an increase of our ocean-going commercial fleets have been long under consideration and the public is fairly familiar with the arguments on either side. The Republican party has repeatedly pledged itself to enact some measure for that purpose and the people have sustained it. The debate, therefore, ought to be deemed complete. It has been heard, considered and voted on, and the judgment of the people has been in favor of the measure.

A protective system becomes justifiable only when it is applied equally to all the industries of a people. If we protect American industries on land we should also protect American industries on the seas. The American sailor ought not to be the only American workman who is left exposed to the competition of foreign labor, nor should the ship-owner be the only American whose property and capital is denied a fair degree of protection against the subsidized enterprises of foreign capitalists.

In addition to the argument of fair play, however, there is a special argument in favor of promoting our ocean-going commerce. The restless energies of our people have now reached a point where we produce in almost all lines of industry an amount of goods greater than our own people can consume. We have farm products and manufactured products of many kinds in sufficient abundance to profusely supply the home market and leave a surplus over. For that surplus we must either find a market abroad or we shall, as the saying is, "fry in our own fat." We shall have periods of overproduction, in which industry will yield little or no profit, the farmers will be in distress, the mills will shut down, workmen will be unemployed and we shall have hard times in the midst of plenty.

To obtain markets we must have the means of transporting our goods to any part of the globe where the best market is to be found. There was a time when we had a large share in the ocean commerce of the world, but of late we have fallen behind, and now we have to pay tribute to foreigners to carry our goods for us. A recent summary of our shipping as compared with that of Great Britain presents the situation in this way:

World's tonnage, 1890, 13,450,000 tons. Of this the British had 5,710,958 tons and the United States had 5,299,175 tons. We almost equaled Britain. We carried 40 per cent of the world's tonnage and she a little more. World's tonnage, 1900, 28,900,000 tons. Of this we had 5,164,000 tons, while Britain is credited with 14,000,000 tons. Actually we have over 100,000 tons less than forty years ago, and relatively we have sunk from 40 per cent of the total to 17 per cent.

Britain has increased from a little over 40 per cent of the total in 1890 to over 50 per cent in 1900. But as her tonnage is largely steam, she actually carries about 62 per cent of the world's goods, while ours, being still largely sail, we carry actually not over 12 per cent of the world's tonnage, and we probably carry less than 12 per cent of the overseas freight of the world.

Surely such a showing as that cannot be satisfactory to any American. We have become the foremost commercial nation on the globe without sufficient ocean-going vessels to carry the trade of a third-rate power. For nearly all our imports and exports we pay tribute to foreigners. We transfer to others the wealth that should be used in building American ships and maintaining American seamen. It is time to put an end to that folly.

STORM-PROOF TELEGRAPHY.

ONE of the results of the recent storms in the East, followed, as they were, by a general collapse of telegraph and telephone wires, has been a demand on the part of the public for the adoption of some system that will render wires storm-proof. Within the area of cities the collapse of the wires meant something more than interrupted communication. Several persons were killed by live wires strewn along the ground, and in commenting upon the fatalities one writer says the alternative is plain—"we must either bury men or bury the wires."

Underground wires within the limits of cities are feasible and will doubtless come in time. That would prevent danger of death. It is not practicable, however, to place wires under ground in the long stretches between city and city, and consequently some other method will have to be adopted to maintain communication securely through the storm season. It appears from reports that an available system has been already devised for such purpose and put into operation on the Pennsylvania Railroad. It stood the test of the late storms and seems to give satisfaction.

The New York Times speaks of it as "an automatic system of block signals," and says it is not liable to injury from accumulations of snow or ice. Referring to the operation of the system during the storm it says: "It is not an exaggeration to say that the atmospheric conditions which played such havoc with the overhead wires of the telegraph and telephone companies subjected it to a crucial test. The engineer of signals of the Pennsylvania Railroad received reports yesterday from all portions of the roads on which the electric system has been installed that there was not the slightest interruption in the operation of the signals. Although the usefulness of over ten miles of telegraph and telephone wire was destroyed on the New York division alone, not an inch of the protected wire in the tubes was harmed."

The system, it appears, is quite extensive, for the report goes on to say: "The entire New York division is protected by the electro-pneumatic block signals at present, as is also the main line as far west as Paoli, and about two-thirds of the distance between Altoona and Pittsburg. The Atlantic City division of the West Jersey and Seashore Railroad is also equipped and operated by the electric blocks. The system is being extended over the lines to Washington, and west on the main line as rapidly as the comprehensive improvements in progress on those lines will admit."

Judging from these reports it appears it is quite feasible for telegraph companies to provide a system of communication that would be storm-proof. Even if it would not be advisable at present to adopt the system over the whole country, it might be put into use between the principal cities of the Union

and between large cities and their immediate suburban towns where prompt communication is a matter of high importance. We do not suffer from storms on this coast as they do in the East, but even here, as recent experiences show, the adoption of the Pennsylvania system would be a great advantage.

The Boston Journal says: "Better late than never should Bostonians realize the danger spot they have in the Common. For years, at night, the historic heart of the city has been a place to which the prudent and unaccompanied person gives a wide berth. In the summer it is infested with corpulent tramps and in winter with unspeakable brutes and highway robbers." Let us rejoice that San Francisco is not Boston. We have troubles of our own, but none like that.

HOME VIEWS OF TILLMAN.

DOWN in South Carolina the "good people" and the press are indignant over the aspersions cast upon their State by the press of the country generally in discussing the fight between Tillman and McLaurin. With a special earnestness they resent the imputation that Tillman represents the Bourbon element of South Carolina, or any other element associated with the old families who ruled the State from the days of the Revolution to the days of Hampton and Butler.

Tillman, they say, is not a Bourbon. He is the man who denounced Bourbonism from stump to stump, roused the poor whites of the up country against the Charleston aristocrats, and turned the first families out of office and very nearly out of politics. These families would be very glad to see both Tillman and McLaurin turned out of the Senate. They have no use for either of the fighters.

The Charleston News and Courier, in commenting upon the statement in Tillman's apology to the Senate that he had no experience in legislative affairs before he entered that body, and that his four years of service as Governor of South Carolina had unfitted him for the Senate, says the apology was even worse than the offense, that "there is nothing in the office of Governor of South Carolina to encourage the manners of the prize-ring," and adds: "It would be better for the State and for public decency if the country could be spared the humiliation of being represented by men who cannot control themselves. No punishment that the Senate could inflict upon the South Carolina Senators would be too severe for their outrageous conduct."

The Columbia State is equally severe in its condemnation. It declares an inability to understand why Tillman and McLaurin should have become so suddenly fierce in the Senate when they had been denouncing each other as liars and worse for months before the present session of Congress began. It says: "We are constrained to declare our regret that Senators Tillman and McLaurin did not carry out their agreement of last summer to resign their seats and appeal to the people of South Carolina for vindication. And we think we can say for the white voters of the State, without regard to faction, that they would be glad to have an opportunity now afforded them to vote on the fitness of Benjamin R. Tillman and John L. McLaurin to represent them in the Senate of the United States."

Since those statements may be taken as expressions of public opinion in South Carolina, there is reason to hope we are nearing the end of Tillmanism. It was an uprising of the people of South Carolina that carried him into office, and it is now time for another to sweep him out of it forever.

One of the results of the visit of Prince Henry is the instruction of the American people that the title of the Kaiser is that of "German Emperor" and not "Emperor of Germany." It may appear to us like a difference between tweedledum and tweedledee, but among the Germans it is a difference big enough to fight about if occasion come.

FOR PHYSICAL CULTURE.

OUR esteemed fellow citizens of the national capital are supposed to be so much absorbed in themselves as to be careless of the country at large. It is known they have no vote, belong to no political party and take no interest in elections. Furthermore, as they have neither a farming industry, a manufacturing industry nor a commercial industry, they care nothing about trade, tariffs or free silver. Finally, as they have a society ably led by Embassadors and supported by naval officers, they are indifferent to social sets in New York or San Francisco. Hence the belief that they care nothing for the outer world, but live like the epicurean gods, indifferent to all around them.

Such being the prevailing opinion on the subject, it is gratifying to note that the denizens of the capital have really an interest in the country and are not neglectful of the public welfare. Some of them have induced Senator Mason of Illinois to introduce a bill providing for the establishment of a department of physical culture, for the purpose of promoting the health, beauty and happiness of the people in every State in the Union. The bill provides that the proposed department shall provide under national control and at national expense public parks, playgrounds, gymnasiums, fountains, baths, laundries, theaters and periodicals, and enforce shorter working hours and the observance of a Saturday half-holiday.

There is nothing small nor mean about a measure of that kind. It is generous as well as patriotic. Washington might have asked such things for herself alone, but she has been liberal. She asks only that the nation shall support them and that the first development of them shall be at the capital as an object lesson. Just how much money would be required for the programme is not estimated, but it will certainly be large. The surplus would be nothing to it. There would be a chance to put all the money now in the treasury into immediate circulation and issue a lot of paper money in addition.

It is not likely the Government will undertake the proposed department, but the very introduction of the bill is itself pleasant. It is conducive to good feeling between the capital and the provinces. It shows that we are not forgotten by the haughty associates of Embassadors and naval officers. The capital may be indifferent to our politics, our morals and our art, but it feels a warm interest in our physical well being. The suggestion that we should be provided with public laundries and baths is itself a proof of affection. Had the petitioners been callous and harsh they would have gone no further than to recommend for us the usual Washington means of purification—a coat of whitewash.

Early in the game a New York bartender invented a "Hohenzollern punch" in welcome of Henry, and now a musical composer has done a rag time march in his honor, and if he takes both of them home with him he can give the Kaiser a treat that will shake him up from head to foot.

CAPITAL CITY BUSINESS MEN PLAN PROGRESS



H. A. FRENCH, NEW GENERAL MANAGER APPOINTED BY THE SACRAMENTO CHAMBER OF COMMERCE.

SACRAMENTO, March 5.—The directors of the Chamber of Commerce, in line with a policy of increased activity which has been undertaken, decided upon engaging a general manager, who shall have charge of the organization and promotion. H. A. French was chosen to fill the position and entered upon his new duties to-day.

Mr. French, the new general manager, was born in Belfast, Me., in 1858. He was educated at Tufts' College, Massachusetts, and was for fifteen years engaged in newspaper work in Boston, Worcester and Providence, R. I. He came to California three years ago, working one year for the San Francisco Chronicle and two for the Sacramento Bee.

WEST DEMANDS THE LEASING OF PUBLIC LANDS

DENVER, March 5.—Discussion of the land-leasing question was opened in the American Cattle Growers' Convention this morning. John P. Irish of California made an address in favor of the enactment of a law to authorize the leasing of public lands. It is necessary, he said, that the 800,000,000 acres of forest land be preserved to help hold the snows of winter and furnish the necessary water for the western pioneers' homes and other uses. There are 400,000,000 acres of land not fit for any other use than the great one of developing and growing and fattening the cattle, sheep and horses, and which, according to a recently published statement, by overcropping, was being depleted at the rate of 5,000,000 acres a year. Further than this, the great scramble for this grazing country was resulting in the loss of 300 lives a year by sanguinary encounters.

The revenue to be derived by the leasing of the public domain, 400,000,000 acres at 2 cents an acre, will give a total of \$8,000,000 to be used for the construction of irrigation enterprises, and what will follow? The most profitable result will be the rearing of winter feed for stock, as no one will intelligently advocate the idea of an increase of grain acreage. "The West ought to follow out a system of symmetrical development if it is hoped to build up these millions of acres of neglected country, to induce immigration, to make cities and towns, to make a greater and a better nation through more individual agricultural freeholders," said Colonel Irish, in conclusion.

Frank Benton, who has been in the cattle-raising business for thirty years in the West, and who now has two ranches in Northern Colorado and Southern Wyoming, delivered an address on "Practical Illustrations of the Leasing System and Its Benefits." C. Wantland read an interesting paper on "The Advantages of Range Control." On motion of A. C. Cleveland of Nevada President Roosevelt was elected an honorary member of the association.

PERSONAL MENTION.

G. M. Martin of Watsonville is at the Lick. H. J. Gosse of Reno, Nev., is at the Grand. E. A. Bournfield of Dawson is at the Palace. J. Craig, proprietor of Highland Springs, is at the Grand. General R. H. Warfield returned yesterday from a trip to Honolulu. Arthur Spear, accompanied by his wife, returned yesterday from a honeymoon spent at the Hawaiian Islands. E. Black Ryan, tax attorney of the Southern Pacific Company, has returned with his family to his country residence at Menlo Park. Californians in New York. NEW YORK, March 5.—The following Californians have arrived: San Francisco—R. L. Knapp, at the Vendome; H. Wilson, at the Broadway Central; B. Ambler, at the Astor; H. A. Hutier and wife, at the Manhattan; R. C. Miller and wife, at the Barthold; Mrs. Mills, at the Albert; H. C. Van Ness, at the Hoffman.

CRIMINOLOGY THE TOPIC OF POLICE CHIEFS

The newly organized Association of Chiefs of Police of the Pacific States concluded its session yesterday and adjourned until the second Tuesday in August, when it will meet at Portland, Or. At the meeting held yesterday morning and afternoon in the Police Commissioners' chambers at the Hall of Justice the heads of the various police departments on the coast discussed many interesting and important subjects bearing on police matters. They discussed long and tentatively on the social evil and handled the subject without gloves. Chief Wittman, Chief Sullivan of Sacramento, Chief Elton of Los Angeles, Chief Hodgkins of Oakland, Chief Rawle of Santa Cruz and Chief Reynolds of Butte, Mont., all joined in giving the association their views on the various methods of controlling the social evil, which they deemed necessary in all large cities.

Then the subject of criminals in all their various classifications was taken up. Nearly every member of the association discussed interesting incidents of detecting criminals and identifying them by the different methods they have at their command. The Bertillon system, adopted by the National Identification Bureau, was discussed at length. Chief Wittman imparting to the members of the association considerable information he collected on the subject during his trip of investigation throughout the various large cities of the East and while attending the meeting of the police authorities from all over the United States held at Atlanta some time ago. Chief Wittman explained the Bertillon system in detail.

Will Induce Co-operation. Chief Elton of Los Angeles stated that the system was extensively used in his department and he said he had found it a practical and efficient method of identifying criminals. After the discussion Chief Sullivan of Sacramento moved that the members of the association take immediate steps to induce the Board of Supervisors or County Trustees of the sections over which they have control to install the Bertillon system.

The members of the association became quite chatty on this important subject and judging from the drift of the conversation they will go back to their homes with the firm intention of taking more interest in the exchange of photographs of criminals and suspects and the work of assisting their colleagues in the apprehension of criminals wanted in other sections. This feature is one of the principal ones contemplated by Chief Wittman when he called the chiefs of the coast cities together.

At the morning session Chief Wittman was elected president of the association. Chief Elton of Los Angeles was elected vice president and Chief Hodgkins of Oakland was elected secretary and treasurer.

Warmly Indorse Chief Kidward. Hearing that Chief Kidward of San Jose was elected president of the association, that city, the association adopted the following resolution: Whereas, Our esteemed colleague, James A. Kidward, Chief of Police of San Jose, has announced his intention of resigning his office, which he has so ably filled for the past eight years, and to retire to private life; and whereas, he has by his uniform courtesy and prompt attention to police matters and his firm demeanor in dealing with criminals made himself a necessity in police work on this coast. Therefore be it

Resolved, by the Association of Chiefs of Police of the Pacific Slope in convention assembled, that should he persist in his determination to resign the law-abiding citizens of this coast in general and the citizens of San Jose in particular would suffer a loss that will not be easy to replace and the association would lose one of its most valued and active members.

The above resolution, which is quite a compliment to Chief Kidward's efficiency as a police official, was introduced by Chief Sullivan of Sacramento and unanimously adopted. The convention adjourned at 5 o'clock to enjoy a banquet, which opened at 6 o'clock at an uptown restaurant. The banquet, which was a very enjoyable affair, was tendered by Chief of Police Wittman. Chief Wittman has other entertainments in view for his guests, which will be enjoyed by them before they leave for their homes.

Ex. strong hoarhound candy, Townsend's.

Cal. glace fruit 50c per lb at Townsend's.

Townsend's California glace fruits, 50c a pound, in fire-stetched boxes or Jap. baskets. A nice present for Eastern friends, 639 Market st., Palace Hotel building.

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Next Sunday Call. Should Society Women Give Afternoon Teas on Sunday? Can You Describe Your Best Friend So That the Police Would Recognize Him? ANOTHER TEST NEXT SUNDAY. Character Study of the Man Who Discovered Tonopah. BY ALFRED DEZENDORF. The Women of Washington Who Received Prince Henry. Don't Overlook the Wolfville Stories. Read "Brockman's Maverick." Club Women Suggest a New Cure for Insanity. The Operatic Sensation of the East. The Sunday Call Magazine Section Contains More Western Stories Than All Other San Francisco Sunday Papers Combined.