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BARD ON STATEHOOD

THE very full statement of the statehood issue as far as it affects Arizona made by ex-Governor Murphy brought from Senator Bard what appears to be a rather inconsequential response. The Senator declares that he is unable to see how statehood for Arizona affects California. We trust that he can be induced to examine the matter further in the light of its effect upon this State. The fact is that the admission of every State has side of the Missouri River has affected California. It has meant an increase in the voting strength of the West in Congress, and that strength has been used continually in the development and protection of Western interests, inclusive of the vast and various interests of California.

Take, for example, our transportation interests. Ever since the passage of the interstate act and the affirmation of its constitutionality by the Supreme Court it has been more and more apparent that the whole subject of railroad rates has slanted toward Federal control, the political control of the majority in Congress. We are interested in the long haul rate. In the case of our marketable surplus production and consumption life is apart and are connected by the longest railroad lines on the continent. Our products compete with similar or approximate products of the country east of the Mississippi. That country controls the political majority and therefore the policy of the Government. In such times we may not witness any attempt to cancel our competition by public control of transportation rates. But the hour is sure to come when competition will assert its strength, and then we will need Western votes.

Every vote in Congress is of consequence when that sort of sectional battle has to be fought. Though we cannot hold a majority in the Senate we can hold the balance of power, and if Senator Bard will study such a probable situation he may get light on the concern of California in the statehood of Arizona. He has already made one discovery to the effect that there are people in Arizona who oppose statehood. That is no news. In every Territory heretofore admitted to the Union there has been lack of unanimity in sentiment. It is no secret that among the Federal officials in Oklahoma, New Mexico and Arizona there has been much covert opposition to statehood. This is natural and to be expected. The opposition has not been directly asserted, at first hands, but non-officially have been used as its instruments. There are many speculators, in oil lands, mineral patents, timber entries and other means of hogging the natural resources of the Territory, who think their opportunities are better in a Territory than in a State.

It may well be that the Senator's correspondents in California from whom he has received approving letters belong to that same class of pig pen financiers who seek a catch on things that are left out nights. It is not exactly pleasant to read the Senator's remark that his future attitude toward statehood will depend upon the character of the bill. He should supply a bill of particulars. A bill to admit a State is not a novelty. It simply admits the State as an enabling act. The people of Arizona and of his own State would be glad to have the Senator indicate the character of a bill for statehood that will command his favor and secure his support, for he coyly admits that he went out alone and killed the last bill.

The municipal elections in Chicago and Cleveland this year will turn upon street railway questions. In the first city Carter Harrison will make a fight for ultimate municipal ownership of the roads, while in Cleveland Tom Johnson will continue his efforts to force a 3-cent fare from the corporations. Both men have been tried in office, and while neither of them has made a very creditable effort at good government, both are hustlers in a campaign and the elections are going to be lively.

An expert figures it out that the American army costs the people almost exactly \$1 each every year, so it is evident we have no right to complain of the burden, for the army does not cost us anything like as much as the cigarette trust.

Once more we are told that "Governor Dole of Hawaii is under fire." This is the same as telling us that the old gentleman is all right. He is as safe under fire as if he were in a French duel.

A person in Beartown, Ohio, lost position, caste and confidence the other day by being too curious. The only remarkable phase of the affair was that the person was not a woman, but a man.

RAILROAD RUMORS

WHILE it is probable that many of the rumors about the acquisition of California and overland roads by great Eastern interests are unfounded, it is evident that California is the subject of the keenest interest in railroad and financial circles. This State is only recently discovered by the East. It is felt there that this is the permanent center of the world's fruit product. The certainty of that industry here and the assurance of the vast extent and variety of our horticultural field put it among the sure things of commerce. The tens of thousands of carloads of tonnage which it furnishes puts it among the prizes of transportation, like the iron and coal industries of Pennsylvania. In addition to this the timber interest here, and the prospect of its permanency by the careful forestry which the lumber interests have learned out of the careless destruction of the white pine forests of Michigan, Wisconsin and Minnesota, put it with our fruit among the enduring productions that furnish stability in tonnage for railroads.

Hardly less in importance to railroads is the travel to California. It increases annually and shows no sign of falling off. The very numerous class of people that can afford to seek a climate have learned that California has a better winter than any part of Europe or North Africa or Florida or the West Indies. It is mild and not enervating, and its incomparable zest is tonic to all who are worn down by the erratic changes and great extremes of Eastern weather. So extensive has such travel become and so great is the fame of our winter climate that quarters in our hotels are now engaged a year ahead, and our hotel accommodations are continually increasing by new construction. All of these things make this State peculiarly interesting to the transportation interests, and while many of the railroad rumors are rumors only, where there is so much smoke there is sure to be some fire.

One thing may be regarded as certain. We will soon have through trains to New York, and probably through cars to New England points. Mr. Harriman of the Southern Pacific is keenly alive to the advantage of through facilities for passengers from ocean to ocean. The progress toward that end has been continuous. Twenty years ago California passengers had to change cars at Ogden and Council Bluffs. Then the Ogden change was eliminated, and finally the break at Council Bluffs, and we have long enjoyed through trains to Chicago. That city has retained sufficient influence to compel all overland passengers to change and spend several hours there, waiting for Eastern connections. If Mr. Harriman can achieve a through train it requires no prophet to foresee that his roads will thereby command the travel. But, in the nature of things, this monopoly of convenience will not long exist, as other roads leading East from Chicago will further break the policy of that city and install the continuous service. When this is done we will be within less than four days of the Atlantic coast and will enjoy the best railroad facilities in the world.

It is of interest that as this State becomes more and more an object of interest the more it deserves to be. We are a buoyant and confident people, and the development of our resources goes on even faster than the increase in facilities for transportation.

Much of our territory is yet untapped by railroads, but this will not long be the case. The great lines that seek us for the profit of our business will see to it that every resource is developed, and they will become coworkers with the people in bringing everything into action.

Other States have undergone the same waiting period and have passed into that of development, with a great increase in population and wealth, and California, remote, isolated, handsome and rich, at last welcomes the many wanderers who come to court her vast opportunities and help her and themselves.

The facility with which New Yorkers, of great influence and wealth, are escaping the payment of their taxes by claiming residence elsewhere may find some of these days a local habitation due south, if what the good book tells us is true.

THE REVIVAL OF CLEVELAND.

A CURIOUS eddy in the political current is disclosed in the report from the East of the beginning of an organized effort to bring about the renomination of Grover Cleveland as Democratic candidate for the Presidency. The effort is not likely to result in anything more serious than a scare in the Bryan camp, but it is none the less interesting for all that, and is a striking illustration of the confusion that prevails in Democratic circles.

The movement itself is not more curious than the steps that have been taken to bring public support to it. The first open work of the promoters has been done not in New York, where the gold wing of Democracy has its strength, nor in the South, where the party has its only hold upon a majority of the voters, but in the mining districts of Pennsylvania. That solid Republican State is about the last place where one would expect a Democratic movement to begin, and the miners are about the last class of people whom one would expect to begin it for Cleveland, and yet reports come direct and authentic of a canvass among the miners of that State for the purpose of getting a nucleus of strength around which to rally a big Cleveland organization for work when the campaign opens.

A correspondent of the Boston Herald, writing from Pottsville, Pa., says a movement to request Cleveland to again become a candidate for the Democratic party has begun in that city, and that steps have been taken to carry on the work throughout Pennsylvania, Ohio and Illinois. The first effort of the promoters of the plan is to procure prominent workmen and influential Democrats to sign a petition to Cleveland to permit the use of his name. The correspondent adds: "The persons at the head of the movement say they have already secured the names of 300 public men, including Judges of the courts, ex-Congressmen, former delegates to Democratic national conventions, State Senators and Representatives."

Similar reports from the mining regions are published by the Philadelphia papers. A correspondent of the Record, writing from Tamaqua, says the leader in the movement is "being received with great enthusiasm by the old Democratic leaders who deserted the fold when Bryan captured the Chicago convention." He goes on to add: "The miners hail Cleveland as the logical candidate on the ground that there is no other man who is more capable of rehabilitating the party and leading it to victory. The fact that he is a member of the Conciliation Board of the Civic Federation, and that he used his efforts to bring about an adjustment of one of the first great differences between the operators and the miners, has raised him very high in their estimation, and

many of them say they will unite and send a delegation to the convention in 1904 with instructions to stand by him first, last and all the time."

Such reports are not to be accepted with absolute credence. It is quite probable that a considerable number of old Democratic war horses, remembering the past successes of their party under Cleveland's leadership, would like to follow him once more, but it will require pretty strong proof to convince the public that the miners as a mass are looking to Cleveland as the logical candidate for 1904. Of course almost anything is possible in Pennsylvania politics. There were many Democrats of old in that State who continued to vote for Andrew Jackson after his death, and of course some of their descendants may be quite willing to resume the old habit and go out voting for Cleveland even after he has had the two terms of office which unwritten law places as the limit of any man's Presidential aspirations. In any event the movement is interesting and will doubtless form a general topic for conversation during the approaching silly season.

Washington is all agog over the discovery that the underlings in the Postoffice Department have organized a gigantic and very formidable scheme of politics for their own betterment. Perhaps the discoverers have simply found the shoe on the wrong foot.

STREET CAR PROBLEMS.

FOR various reasons a considerable proportion of the residents of American cities are just now engaged in pondering upon problems arising out of the relations of street cars to the public. In several cities there have been strikes among the carmen, in others there have been efforts on the part of municipal authorities to reduce fares for passengers, while in some of the larger cities there is just now a vigorous campaign going on in favor of compelling the car companies to prevent crowding on the cars and to furnish transportation at half-price to those who are not provided with seats.

With so much in the way of clamor against the companies it is gratifying to note that some students of the situation have perceived that neither the car companies nor the car workers are wholly to blame in the matter, and that the public has its share in bringing about the evils complained of. The crowding of the cars is certainly not due either to the owners or the employees of the lines, but to the American willingness to rush and crush for the sake of getting there first. If our people would acquire a more leisurely habit, and develop a better capability of walking a mile or so, the street car problem would be very largely solved.

The St. Louis Post-Dispatch has studied the subject philosophically and arrived at the conclusion that there are fifteen reasons why people should walk instead of riding when the distance to be covered is less than a mile. Some of the reasons, such as the assertion that walking would cause an abatement of profanity, save wear and tear on the conscience and relieve men of a temptation to join the strap-hangers' league, are not pertinent to this city, but others are worth noting. Walking to and from the home to the place of business would uphold the public health through daily activity, arouse an increased demand for better sidewalks and cleaner streets, impel the car companies to provide better service in order to regain public patronage, strengthen the nervous system of the walkers and save them from irritation and worry over trifles, save nickels enough in a month to amount to a considerable economy, and infuse the popular mind with a determination to vote for city officials who would assure good streets, and thus in the end get into office men who would give a good administration in every respect.

It is not worth while to go over the whole fifteen reasons of the St. Louis philosopher. Some of them are fanciful, some are fantastic, some are clearly emanations of that "exposition on the brain" that is now troubling St. Louis, but a good many of them are valid. At any rate if a man be fretted by the street car problem and feels irritated by the crowding of the cars he can find relief by getting out and walking home. The thing is worth trying.

In a recent sham battle in China hundreds of Chinese coolies were killed. And here we have been, in common with the rest of the Occidental world, fearful of the day when the hordes of the Orient would be armed.

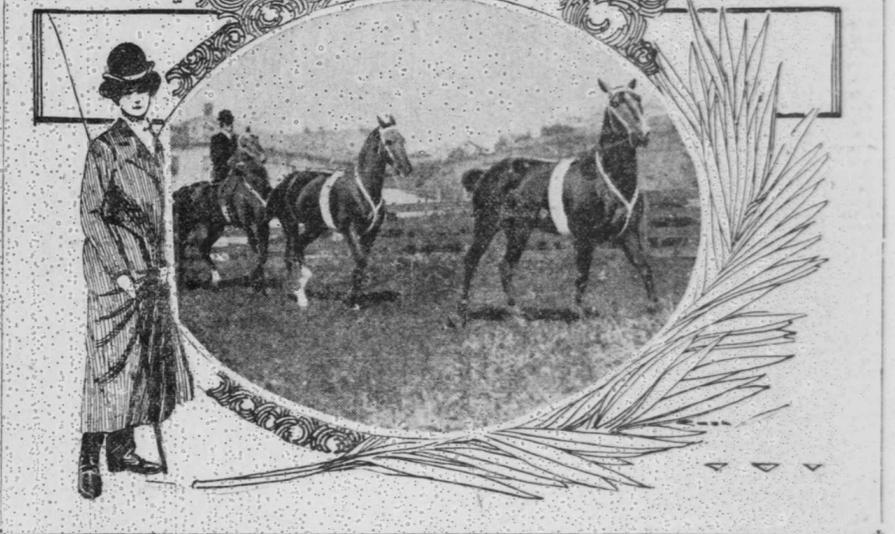
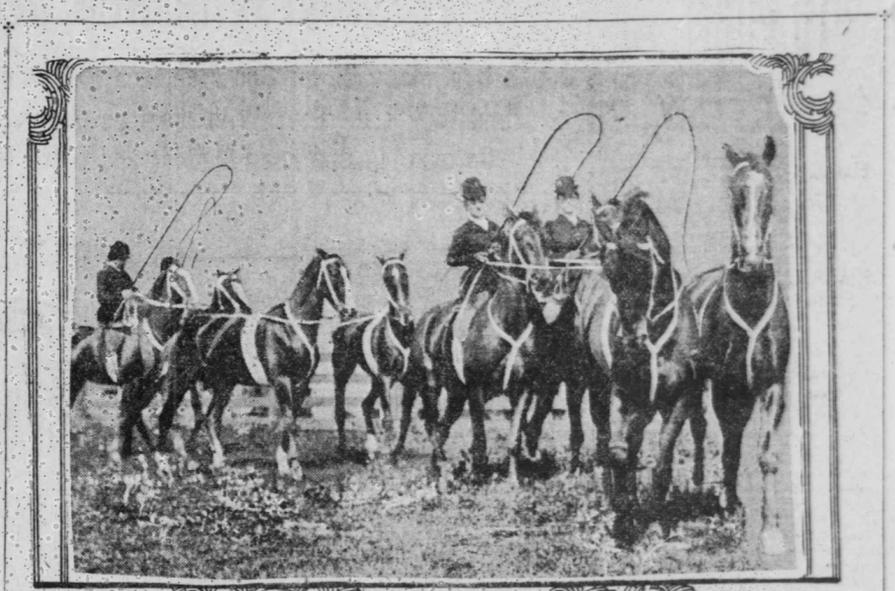
PARCELS POST PLANS.

WHILE comparatively little has been heard of late concerning plans for the extension of the parcels post delivery system, the movement has not lost headway, nor have the advocates of it ceased from their efforts to rouse public sentiment in its favor. A new agitation on the subject has arisen in New England, where the popular demand for it is largest, and it is evident that it is only a question of time when it will become a national issue on which Congress will be compelled to take action. The movement in the New England States has grown out of the experience of rural localities with the free mail delivery system. In almost every locality where that system has been established the farmers have made use of it in the delivery of parcels, but in New England the development in that direction has been especially notable. A postmaster at one of the centers of the rural delivery system in that section is reported as saying that the rural carriers take commissions along their routes for even as large parcels as a barrel of flour. In those sections, therefore, the feasibility of a comprehensive parcels post appears to have been fully illustrated, and the farmers, perceiving the benefits of the local system, are rapidly coming to the conclusion that a national system of parcels delivery should be provided.

The promoters of the movement cite the results of the system in Great Britain as evidence of the advantage it affords to the public, and point out that after an experience of twenty years with the system the British public regard it as in every respect successful and beneficial. It is asserted that the competition of the postoffice has compelled the railways to give better service than ever before, and thus has proven advantageous in checking the tendency to overcharges and delays on the part of the private companies engaged in transportation.

The United States has arranged by treaty for the establishment of a parcels post with several foreign nations and consequently there would be nothing revolutionary in extending and increasing the domestic service in that direction. The developments in rural mail delivery point the way, and while the express companies will of course fight the movement at every step, it seems certain that in the end it will be established and we shall have a parcels post system adequate to the needs of the country. The postal service has, in fact, gone far beyond the dreams of those who founded it, and there is no reason why it should not be carried to a further expansion to meet the increasing needs of the public.

HURDLE JUMPING BY HORSEWOMEN THE NOVELTY AT CHARITY BENEFIT



PAIR EQUESTRIENNES, PICTURESCUPLY MOUNTED, WHO WILL APPEAR IN THE MUSICAL RIDE TO BE GIVEN THIS EVENING BY THE SAN FRANCISCO RIDING CLUB FOR THE BENEFIT OF THE CALIFORNIA GIRLS TRAINING HOME.

EVERYTHING is in readiness for the musical ride to be given by the San Francisco Riding Club this evening. Tickets have been generously purchased and the California Girls' Training Home will receive a handsome sum, to be devoted to the debt on their new building, which the lady managers of the institution are working hard to liquidate. There will be interesting features of entertainment. The performance opens with a promenade of all riders on horseback. Miss Bertie Bruce, Miss Galahan, Miss King and Miss Holbrook will be tandem riders, mounted on one horse while driving another. Miss Mabel Hogg will drive two horses. Arnold Gunthe, John Flournoy and A. L. Langerman will participate in the jockey-barre contest, each wearing a rosette on one shoulder to be snatched from the opposite side by the other when possible. A number of young women will do hurdle jumping with their excellently trained horses. "Push ball" will be another fascinating game, at which the ladies are clever. All of these feats, added to the skill of the Presidio Rough Riders and Olympic Club athletes, ought to be so deeply appreciated by the public as to call for a repetition of the performance.

Miss Elsie Wenzelburger has hosted at an informal supper party last evening at her home on Steiner street. The guests were limited to twenty, including the bridal party for her coming wedding to Adolphus Graupner and the attendants of Miss May Sherman, who will be married in May at Fresno. The decorations were simple and in excellent taste. Pretty prizes were given to the fortunate players and a dainty supper followed the game. The guests were charmingly entertained.

ent. At the close of the programme many ladies were presented to the speaker and a social hour followed, during which refreshments were served.

Guests of the Laurel Hall Club yesterday afternoon proved very delightful. Two hundred of the fair sex, in their prettiest gowns, thronged the club-rooms at 1833 California street.

The following programme was well rendered and enthusiastically received: Soprano solo, (a) "Du mit den Schwarzen Augen" (Kuckel), (b) "Ostinato" (Foster); Miss Stella Schwabacher paper, "The Gospel of Simplicity"; Mrs. Louis Weismann solo, (a) "Romance" (Stodolny), (b) "Serenade" (Wieniewski); Waldemar Lind, Carl Zwickler accompanist; a talk, "Is the Club Owing to be of Value to Women"; Mrs. E. O. Gay, recitation solo, (a) "The Spring Has Come" (White), (b) "Slumber Song" (Gayler); Miss Emma Roberts.

Mrs. Thomas W. Collins, president, presided. An informal reception closed the pleasant afternoon.

The music section of the California Club will meet this afternoon at 3 o'clock in the club rooms, under the leadership of Mme. Emilia Tojetti. The afternoon will be devoted to "Woman in Music." Selections by Cella Chamindae, Augusta Holmes, Mrs. H. H. Beach, Guy D. Mayfield, Jane View, Margaret Rutledge-Lang, Glida Ruta and Elizabeth Caldon will be rendered by Mrs. Haley, Miss Julia Strong and Miss Lotta Musto.

Ex. strong hoarhound candy. Townsend's Townsend's California grape fruit and candies, 50c a pound, in artistic free-stamped boxes. A nice present for Eastern friends. 629 Market st., Palace Hotel building.

Special information supplied daily to business houses and public men by the Press Clipping Bureau (Allen's), 230 California street. Telephone Main 1042.

PERSONAL MENTION.

Dr. George W. Little of Glen Wells, Ark., is at the Palace. E. C. Evans, Sargent of San Luis Obispo County is at the Grand. H. Gaylord Wislizer, a capitalist of Los Angeles is at the Palace. M. E. Dittmar, editor of a mining paper of Redding, is at the Grand. Y. S. McClatchy, one of the proprietors of the Sacramento Bee, is at the California. John E. Waggaman, a capitalist of Washington, D. C., and family are registered at the Palace. Mr. and Mrs. C. Raoul Duval, Maurice Duval and Lawrence McCreary leave for Europe this morning. J. K. Mulkey of Pasadena, who is heavily interested in copper properties in Arizona, is at the Grand. John Daly, the New York horseman and wife, arrived from the East yesterday and registered at the Palace. J. D. Bradley, manager of the ranching properties of the Pacific Improvement Company at Merced, is at the Lick. E. B. Lindsay of Denver, Western manager of one of the big electrical firms of Milwaukee, is at the Palace. A. L. Davis, examining agent for the United States Treasury Department, is visiting this city on official business. Bernard Baker, head of the great Morgan steamship combine, and his party, who arrived here from New York several days ago, left for the Yosemite Valley last evening. They are the first party that will enter the valley this season.

CHANCE TO SMILE.

"I wonder how a rich man feels?" "Well, I'll tell you. He feels disarray. Now that he got it, he can't keep it; and if he do keep it, somebody else will show it! Pass de poisson."—Atlanta Constitution.

"There is nothing," murmurs the Galveston News, "so serene and sweet and restful as night in grand old Texas. Oh, yes, there is. Day in grand old Philadelphia is just as sweet and serene and restful, except when the coal barons disturb the peaceful quiet by 'amens' and 'hallelujahs' at their weekly conferences."—Chicago Chronicle.

Advertisement for 'The Thirteenth District' featuring 'The Coquettish Maid' and 'Letters From a Tailor-Made Mother to Her Daughter'. Includes text: 'Most Absorbing of All THE THIRD INSTALLMENT OF The Thirteenth District Wherein the Hero Makes Some Awful Sacrifices in His Struggle for Something That Means More Than Life. Next Sunday Call Three Special Features Which Every Woman Will Read. THE ETIQUETTE OF DIVORCE By Kate Thyson Marr. The Coquettish Maid By "Colonel" Kate. Letters From a Tailor-Made Mother to Her Daughter. And One of Jack London's Best Stories ...JAN, THE UNREPENTANT...