

RESTRICTS HEIGHT OF BUILDINGS

Committee Determines Upon a New Set of Regulations. Definite Limit Placed on All Classes of Structures. Electric Wiring Rules Remain Virtually Unchanged.

At yesterday's meeting of the committee appointed to revise the building laws it was decided to rescind the action taken the previous day in respect to the height of fireproof buildings. After much discussion a resolution was favored permitting the erection of class A structures to the height of two and one-half times the width of the street on which the building faces. Class B buildings may rise to a height of 102 feet or nine stories. Class C structures with steel laths may be built seventy feet high, and with wooden laths fifty-five feet high. Frame buildings may consist of three stories and be forty-five feet high. Class A buildings must be made of incombustible material with steel frames. Class B structures must be constructed in the same general way except that concrete or other incombustible reinforcements may be used in place of steel. The class C building is of incombustible exterior with wooden floors and fittings. A proposition to restrict building in a certain area to classes A and B was voted down. Max Mamlock reported that he favored the existing ordinances on electricity except that a bond of \$2500 should be required instead of \$500, as at present. The report was adopted. The new fire limits as approved by the committee will be as follows:

Commencing at the intersection of the westerly line of Hyde and East streets north, thence southerly along the easterly line of Hyde street to the northeasterly line of Montgomery avenue, thence along the northeasterly line of Montgomery avenue to a point 137 deg. 6 min. south at right angles from the southerly line of Bay street, thence easterly and parallel with said southerly line of Bay street to a point 137 deg. 6 min. westerly at right angles from the westerly line of Kearny street, thence south and parallel with said west line of Kearny street to a point on the northerly line of Chestnut street, thence easterly along the northerly line of Chestnut street to the westerly line of Montgomery street, thence southerly along the westerly line of Montgomery street to a point 137 deg. 6 min. northerly from the northerly line of Greenwich street, thence easterly on a line parallel with Greenwich street and distant northerly therefrom 137 deg. 6 min. to a point distant 137 deg. 6 min. westerly at right angles from the westerly line of Sansome street, thence southerly and parallel with said westerly line of Sansome street to the northerly line of Broadway, thence westerly along said southerly line of Broadway to a point 137 deg. 6 min. westerly from the westerly line of Stockton street, thence southerly and parallel with said westerly line of Stockton street to the southerly line of Pacific street, thence westerly along said southerly line of Pacific street to a point distant thereon 137 deg. 6 min. westerly from the westerly line of Powell street, thence southerly and parallel with said westerly line of Powell street to a point 137 deg. 6 min. southerly from the southerly line of California street, thence westerly and parallel with said southerly line of California street to a point distant 137 deg. 6 min. easterly at right angles from the easterly line of Polk street, thence northerly and parallel with said easterly line of Polk street to the southerly line of Pacific avenue, thence westerly along said southerly line of Pacific avenue to a point distant 137 deg. 6 min. westerly from the westerly line of Van Ness avenue, thence southerly and parallel with said westerly line of Van Ness avenue to the southerly line of Fell street, thence westerly along said southerly line of Fell street to the westerly line of Franklin street, thence southerly along said westerly line of Franklin street to the westerly line of Page street, thence westerly along said northerly line of Page street to the westerly line of Gough street, thence southerly along said westerly line of Gough street to the northerly line of Market street, thence southerly along said northerly line of Market street to the westerly line of Valencia street produced, thence southerly along said westerly line of Valencia street produced and the westerly line of Valencia street to the northerly line of Thirteenth street, thence easterly along said northerly line of Thirteenth street to the westerly line of the northerly line of Howard street, thence southerly along said line of Howard street to the southerly line of Ninth street, thence southerly along said southerly line of Ninth street to a point distant thereon 137 deg. 6 min. south-

SEA LEVEL CANAL NOW DEMANDED

Senate Committee Opposes the Administration's Plan. Carmack Casts Deciding Vote Against the Lock System.

WASHINGTON, May 16.—The Senate committee on interoceanic canal voted today in favor of constructing a sea level canal. Senator Carmack's return from Tennessee broke the deadlock which occurred at a former meeting. The vote today was had on a resolution presented by Senator Kittredge declaring it to be the sense of the committee that the construction of a sea level canal be recommended. On the motion the affirmative votes were those of Platt, Kittredge, Ankeny, Morgan, Carmack and Tallafiero. Chairman Millard voted in the negative. Senators Knox, Hopkins, Simmons and Dryden were not present. All of these are supporters of the lock type.

STANDARD OIL MAKES REPLY

Issues Statement Assuring President's Message to Congress.

NEW YORK, May 16.—The Standard Oil Company today issued to its shareholders a statement in reply to the special message recently sent to Congress by President Roosevelt and the report on the country's oil industry by Commissioner Garfield of the Bureau of Corporations, which accompanied it. The statement is signed by C. M. Pratt, secretary, and is issued by order of the board of directors. It denies positively the charge that the Standard Oil Company benefited by secret deals for the transportation of its products. The statement declares that the estimate that the company saves \$750,000 a year through the operation of certain freight rates could have been arrived at only by theorizing.

ST. LOUIS POLICEMAN SENT TO PENITENTIARY

Jury Finds That He Committed Perjury While Testifying in a Police Court Case.

ST. LOUIS, May 16.—Policeman John Dineen, a witness in a Police Court case, was last night convicted of perjury in the Criminal Court and sentenced to two years in the penitentiary. Dineen's defense was that when the oath was administered to witnesses in the Police Court case he stooped over and tied his shoelaces and thereby avoided raising his hand and taking the oath, and therefore he was not a sworn witness. He testified that it was a common practice of policemen to bend over and fumble with their shoelaces when they wished to keep from being sworn.

RATE BILL REPORTED TO SENATE

Amendments Heretofore Made Now Subject to Change. Anti-Pass Provision Is Adopted in Modified Form.

WASHINGTON, May 16.—The consideration of the rate bill in committee of the whole was concluded today and the measure was then reported to the Senate, where there will be opportunity to review and alter all the amendments heretofore made. Practically the entire day was devoted to consideration of the anti-pass amendment, which was adopted after



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making so many exceptions as to arouse laughter in the Senate every time the provision was read. The Cuberson amendment was then extended so as to except so many persons and classes that when read it aroused general merriment on the floor of the Senate. A motion by Senator Ballinger to lay the amendment on the table was lost, 25 to 50. The Cuberson amendment as amended was agreed to, 60 to 15. The negative vote was cast by Messrs. Alger, Alice, Ankeny, Bulkeley, Clark, Wyo, Crane, Dick, Gallinger, Hale, Kean, Lodge, McLaurin, Piles, Smoot, Sutherland and Wetmore. Following is the provision as agreed upon: "That no carrier engaged in interstate commerce shall hereafter directly or indirectly issue or give any interstate free pass or free transportation for passengers, except in case of agents and employees and members of their immediate families, to its actual and bona fide attorneys and physicians and surgeons and their immediate families; to female nurses that served during the Civil War; to ministers of religion and inmates of hospitals and eleemosynary and charitable institutions, and to indigent, destitute and homeless persons, or destitute and homeless persons transported by charitable societies or hospitals and the necessary agents employed in such transportation and to inmates of the national homes or State homes for disabled volunteer soldiers or ex-Confederate soldiers, ex-Union soldiers and sailors and inmates of soldiers' and sailors' homes, including those about to enter and those returning home after discharge, under arrangement with the boards of managers of said homes. "Any carrier violating this provision shall be deemed guilty of a misdemeanor and shall for each offense pay to the United States a penalty of not less than \$100, nor more than \$2000; provided, that this provision shall not be construed to prohibit the issue of interchange of passes for officers or to agents and employees and members of their immediate families, nor to owners and caretakers of livestock when traveling with such stock or when going to point of shipment or returning from point of delivery; nor shall anything in this provision be deemed to prohibit any carrier from carrying passengers free on account of charity from and to places visited by general epidemic or pestilence or wholly or largely destroyed by fire, water, earthquake or other calamitous visitations with the object of providing succor, relief and other assistance to the inhabitants. Provided further, that nothing herein contained shall prevent such carrier from giving free or reduced transportation to laborers transported to any place for the purpose of supplying any demand for labor at such place. Jurisdiction of offense shall be the same as that provided for offenses in an act entitled 'An act to further regulate commerce

TO RESIST MOVING OF CHINATOWN

Property Owners Join With Celestials in Protest. Eager to Retain Good Rents Received in the Quarter.

"The Chinese will not move to any other part of San Francisco. They are united in this sentiment and desire to occupy the old Chinatown district. We intend to fight any attempt to move us, and will not be moved except by actual action." Such was the statement made by Ng Poon Chew, editor of Chung Sai



VIEWS SHOWING THAT STRICKEN SAN FRANCISCO HAS AGAIN BECAME A BUSTLING CITY.

Yat Po, made before a meeting of the Chinatown property owners yesterday afternoon. The remarks of the representative of the San Francisco Chinese were heartily indorsed by the property owners, all of whom desire to have the Chinese again for tenants. Ng Poon Chew says that Portland and Seattle have been bidding for the Chinese of San Francisco. The meeting was held at 2223 Pacific avenue. Alexander D. Keyes, attorney for the Humboldt Bank, presided. Much time was given to discussion of the plans of the committee of forty. Max Goldberg, the former Kearny-street broker, consumed much time in showing the property owners where they could make more money by leasing to Chinese than to whites. The possibility of Dupont street being widened was discussed, and the property owners present expressed themselves as anxious for the change, providing the work of widening was done with no more assessment upon them than on property owners on other streets outside of Chinatown. Many present expressed themselves as ready to erect buildings on their lots as soon as they could get an assurance from the city officials that the Chinese, to whom they wished to rent the buildings, were not to be removed. Thirty signed a resolution to build temporary structures at once, under the same provision. "The Chinese were doing a business of \$30,000,000 a year. Our pugnazious spirit is aroused and we will fight bitterly any attempt to abolish the old Chinatown district." The property owners will organize an association for their own protection, and present through the organization their views and desires to the committee on adornment of San Francisco.

COMMERCIAL BANKS TO OPEN ON MAY 23

Men of Finance Regard the Situation as Most Satisfactory and Feel That Business Can Safely Be Resumed.



PLAN TO PAY FULL LOSSES

Insurance Companies Are Getting Ready to Adjust Claims. Policy-Holders Urged to Have Patience by the Managers.

The commercial banks of this city will resume business without restriction on Wednesday, May 23. This important decision was reached at a meeting of the San Francisco Clearing-house Association yesterday. Some days ago it was announced that the banks would begin transacting business before June 15. An earlier date was found to be feasible. The vote in favor of May 23 was unanimous. There will be no limit to the drawing of money from the banks. Every claim will be met. All paper will be honored fully. The \$500 restriction that was adopted earlier as an emergency measure is abolished. The events of a fortnight, say the bankers, have demonstrated that the public is satisfied with the financial situation. When the bank was established at the United States Mint, through which the banks were to check out money, something like a strong demand for coin was anticipated. No excitement was manifested, however. A fairly long line of check bearers on the first day was shortened on the second and disappeared on the third day. The commercial banks have large financial resources. Some of the larger institutions have declined offers of money since the opening in the temporary quarters. One bank refused the use of \$1,000,000. At the windows of the temporary banking quarters there was no more demand for money than was customary before the fire. A majority of the commercial banks will resume in their own buildings, which have been put in shape for use. Those that were burned out and have not secured quarters will probably be compelled to remain in temporary quarters for a while, but these are few. The removal of the commercial banks to old sites will take the financial center of San Francisco down town. The savings banks, by vote of the bankers, will remain in temporary quarters. The following resolutions were adopted yesterday by the banks in the Clearing-house providing for clearance: "Resolved, First—That the checks held by the banks, members of the San Francisco Clearing-house Association, deposited with said banks on April 17, 1906, be cleared at 10 o'clock a. m. on Saturday, May 19, and that balances resulting from said clearing be settled by 12 o'clock noon in United States gold coin or by checks on the San Francisco Clearing-house Bank. "Second—That checks received by the banks, members of the San Francisco Clearing-house Association, subsequent to April 17, 1906, before May 21, be cleared at 10 o'clock a. m. on May 21, and that balances resulting from said clearing be settled at 12 o'clock noon in United States gold coin or by check on the San Francisco Clearing-house Bank. "Third—That reclamations for rejected items be made directly between the banks concerned, as usual, and that these reclamations shall be made during the business hours of the day of clearing or those of the succeeding day."

DENVER VOTES ON FRANCHISES

Twenty-Year Permits Are Granted Tramway and Gas Companies. Charter Amendment for the Beautifying of the City Defeated.

SPECIAL DISPATCH TO THE CALL DENVER, Colo., May 16.—On the face of the returns the twenty-year franchises sought by the Denver City Tramway and the Denver Gas and Electric Companies were granted at the election yesterday by small majorities. The vote on these propositions was as follows: Gas and electric franchise.—For 7912, against 7233; majority for 679. Tramway franchise.—For 8041, against 7765; majority for 276. The Municipal Ownership League is preparing evidence on which the franchises will be contested, it being alleged that hundreds of votes were cast for them by non-taxpayers and that bogus tax receipts were supplied to voters by agents of the corporations. The Northwestern Terminal (Moffat road) franchise was granted by a vote of 8403 to 6230. All other franchise propositions were defeated. The initiative ordinance reducing water and light rates, submitted by the Municipal Ownership League, was carried. Mayor Speer's charter amendment to extend the limit on public improvement bonds to fifty years in order to carry out the Mulford Robinson plans for beautifying the city was defeated. William H. Bryant, president of the Honest Elections League, was elected a member of the Board of Election Commissioners. The two other members elected are Republicans. The three supervisors elected are Republicans, giving the Republican party a majority of two in the board. The new Board of Aldermen will consist of eight Democrats, six Republicans and two Municipal Ownership members.

CHINESE WANT OLD SITE

Threaten to Locate Across the Bay if Their Wishes Be Disregarded.

Chinese Consul Chung Poahsi, who

THIEVES ENTER THE MILPITAS DEPOT AND ROB TRUNKS

Three Saratogas Stored in the Freight House Are Despoiled of Their Contents.

SAN JOSE, May 16.—The Southern Pacific depot at Milpitas was broken into last night and four trunks in the room ransacked and portions of the contents stolen. Three of the trunks were the property of Oscar Ryerson of Los Angeles, and the fourth belonged to William Evans of Milpitas. The robbery is similar to one perpetrated at Campbell station some time ago, when \$1000 worth of valuables were stolen from trunks.

BISHOP OF EXETER PASSES AWAY

LONDON, May 16.—The Right Rev. Edward Henry Bickersteth, D.D., Bishop of Exeter, died here today. He was born in 1825.