Disturbances Increase as the United Railroads Extends Its Service on the Various Lines

Patrick Calhoun Hits Critic and Lectures Supervisors

Uproar at Hearing on Resolution to Forfeit Carline Franchises

Continued from Page 1, Column 5

that hostilities would not break out afresh, the chief of police detailed a policeman to watch the belligerents.

The meeting continued with sneering words, but with no blows. At the end of the discussion the committee took the resolution under advisement and it will prepare a report to be made to the full board.

Calhoun read a printed statement, in which he called upon the supervisors "to assert your manhood and defy the men who call themselves your masters." He also asked them not to permit themselves "to be made tools in the effort to injure the United Railroads by those influenced by malice and the hope of profit."

WANTS FRANCHISES REVOKED

Andrew Gallagher, a member of the executive committee of the San Francisco labor council, was the first speaker to advocate the passage of the resolution to declare the franchise of the United Railroads forfeited if it did not comply with the order to resume service on all of its lines at once.

"It is a fact that cars on some of the lines have not been operated for 20 days," said Gallagher. "The conditions of the franchises have not been complied with and they should be canceled. It is claimed that officials of the United Railroads are acting with the Citizens' alliance in stirring up industrial strife."

W. P. McCabe, secretary of the labor council, spoke along similar lines, and was followed by Walter Macarthur, who said:

"The sooner the United Railroads settles its differences with its employes the better it will be for all concerned. The situation is well nigh intolerable as far as the street car transportation is concerned.

"I make the statement in the presence of those responsible for the present conditions that the United Railroads has betrayed the people of San Francisco in the hour of their direst need. The United Railroads took advantage of the people's distress last year to put up wires and poles, but has failed to restore the cable roads.

"I say to you supervisors that it is your duty to take away the franchises of the roads actually abandoned by the corporation and in those localities where no attempt has been made to restore service. Unless the United Railroads changes its policy, the citizens will go down into their pockets and build new roads. It is time that public service corporations be compelled to do the public bidding and have some regard for the welfare of the people they are supposed to serve. The time has passed when the people can sit supinely by and be imposed upon by the corporate interests."

TROY CAUSES TROUBLE

Then Troy began his talk which caused Calhoun to lose his temper.

"The franchise of the United Railroads should be forfeited," said Troy. "It was capitalized for $80,000,000 in violation of law, for its capital is actually less than $35,000,000. This inflated capitalization is the cause of the present conditions and accounts for the refusal of the company to give its employes a fair workday and a fair day's wage and for its failure to operate cars because of the endeavor of its officials to make money for its promoters.

"The president of the United Railroads declared after the fire of last year that the concrete cable roadbeds of the system were destroyed by the disaster and he stated what was false.

"Do you mean to say that I made that statement?" asked Calhoun, walking over to Troy.

"I stand by my statement," replied Troy, and then the scene in which Calhoun slapped Troy's face as already described was enacted.

When quiet had been restored Tveitmoe read excerpts from the franchise granted by the supervisors to the company, showing that it was required to operate cars at least every 15 minutes daily.

"These franchises have been grossly violated," said Tveitmoe. "We want streetcar service and as the United Railroads has failed to give it to us it is the duty of this board to instruct the city attorney to commence proceedings to revoke its franchises."

McCARTHY COUNSELS PEACE

P. H. McCarthy, president of the building trades council, poured a little oil on the troubled waters when he advised the committee not to take hasty action until it had been advised of its legal rights in the premises.

"I would advise that you first consult the city's legal authority as to the power of the city to take over the roads," said McCarthy. "No one wants to confiscate the property of others without warrant of law. I would oppose taking any drastic measures until peaceful efforts to bring the corporation and its employes together have first been made. If you would save this city from ruin and disgrace bring to bear some common sense and business sagacity on the question. Let us put away our likes and dislikes and work for the best interests of the community without confiscating from either the corporation or its employes even if we had the power to confiscate. The conditions are deplorable, but first find out your rights, and if efforts to bring about a settlement fail then proceed against the corporation and compel it to abide by its franchises."

"The laboring representatives appeared here without venom against the United Railroads," said Andrew Gallagher. "It is not to the credit of the carmen's union or of the United Railroads to rush to public print and call each other names. This only shows a spirit of venom and of fight to the death.

GENERAL STRIKE IMMINENT

"I say now there are certain influences at work to bring about conditions that will be the most disastrous the city has ever known. I hope something can be done to bring about a remedy, or I shall feel sorry for San Francisco. It is not hard to bring about a general industrial disturbance here. Some businessmen are making every effort to create a tieup of trade. We know it is within the functions of the supervisors to compel any corporation to live up to the terms of its franchises. The peace has been preserved in this city by the chief of police, aided by the labor unions, despite the fact that some businessmen tried to foment riot, so troops could be called here. The city would never have recovered from that blight."

Calhoun then asked leave to make a general statement, and he spoke earnestly as follows:

"On the day of the strike I offered to the carmen to rearbitrate the question of wages and hours and agreed to 'sponge off' a large judgment of back wages, which I had to pay them. Their own constitution required that they should submit to arbitration before a strike, but they refused. I parted with them in regret. I would not submit to dictation and in striking twice within one year the carmen took the responsibility of severing forever their relations with my company."

CALHOUN READS STATEMENT

Calhoun then presented a map showing the lines operated and said that today more lines would run. Then Calhoun was allowed to read a typewritten statement. He appeared to be laboring under great excitement. His voice trembled at times and his hand holding the statement shook palpably during its entire reading. The statement follows:

Mr. Chairman: In view of the great importance of the matter you have under consideration and in order that I may not be misquoted or my position misunderstood, I submit to you in writing what I have to say.

I appear before you in response to the request contained in a letter from John H. Ryan, clerk of the board of supervisors, dated May 21, 1907, notifying me that you would consider today at 2:30 p. m. a resolution ordering the United Railroads of San Francisco to resume full and complete operation and service on the various street railroad systems owned and controlled by said company on or before the 23d day of May, 1907, at 6 o'clock a. m., and in event that said management fails to comply with the order of this board as hereinbefore set forth the city and county attorney be and hereby is instructed to institute such proceedings and actions at law as will immediately revoke and cancel all franchises held by said United Railroads.

You are well aware that the object of this resolution is to aid the ex-employes of the United Railroads by compelling this company to yield to their demands and as a part of the plan of designing men to harass and embarrass it. No self respecting public officials will lend themselves to the effort to hold up the United Railroads and coerce it into yielding to the demands of a body of men who are no longer its employes and whose leaders are responsible for mob violence and bloodshed, for daily and repeated disturbances of the public peace, for illegal restraints of trade, for cowardly assaults upon individuals and for foul and indecent insults to women who ride upon the cars. The law abiding elements of this community have been aroused to a high pitch of indignation. The police, with a few minor exceptions, have vigorously sought to preserve the peace and repress violence. Public officials generally have given their aid in support of law and order. The board of supervisors and those who control it can stand alone among those charged with the administration of law, in giving aid and comfort to the lawless. You know that the very consideration of the resolution before you tends to give encouragement to the ex-employes of this company in their lawless acts and encourages them to believe that you will be coerced into forcing the United Railroads into yielding to their demands.

REFERS TO "BIG STICK"

I am not responsible for the general public opinion that you no longer act on your own initiative, but under the control of those who hold over your heads the constant threat of punishment. It is they, not I, who have proclaimed you "good dogs" to do your master's bidding. I urge you to reassert your manhood. Defy the men who call themselves your masters and proclaim that as representatives of the people you stand on the side of law and order and will not permit yourselves to be made tools in the effort to injure the United Railroads by those influenced by malice and the hope of profit. You must perceive the common purpose of the carmen's union and those who have proclaimed themselves your masters. The United Railroads will not yield its just rights. It will not be coerced into submission by lawlessness, whether the attacks on it come from mobs or through the forms of law by those who seek to wreck its property.

The time has come for plain speech and for the assertion of common decency and common honesty. You must enroll yourselves on one side or the other—among the ranks of the assassins of character and the insulters of women, or among the ranks of those who would maintain the law and protect personal liberty and individual right.

PROTESTS AGAINST RESOLUTION

I protest against the adoption of the resolution before you, and I insist that your highest duty is to aid all constituted authorities in the suppression of violence. For your information I will add that the United Railroads has been co-operating with the police force of this city in an effort to preserve the peace and to run its cars so as to avoid lawlessness as much as possible. Even as it is, the police force has been stretched to its limit and its members compelled to be on duty for more than 12 hours a day. While recognizing the constitutional right of its employes to bear arms openly, the United Railroads has placed unarmed men on its cars who have had the courage to face armed mobs. It is notorious that the moment its car crews pass beyond police protection they are attacked.

This map which I leave with you shows the lines the United Railroads has in service today. From it you will see that the greater part of the city is now well served. We are prepared now to place in the service every electric line we own if proper protection is given. The manner in which the United Railroads has met the requirements on it within the past two weeks has never been surpassed in street railroading and deserves your highest commendation.

"Referring to your statement that we have been forced to consider this resolution, I desire to say that such is not the fact," said Boxton. "Tveitmoe introduced the resolution and he is not subject to the 'big stick.'"

"Well, I hope you will act with perfect independence," said Calhoun, who joined in the laugh caused by Boxton's remark.

The committee then took the resolution under advisement and will make a report at the next meeting of the board.

The Hub
Chas. Kellus & Co.
Exclusive
High-Grade Clothiers
No Branch Stores. No Agents.
WE DEVOTE EVERY EFFORT TO GET THE BEST CLOTHES THAT CAN BE CONSTRUCTED. WE DON'T SPARE EXPENSE TO ACCOMPLISH THIS END. THERE IS A GOOD REASON WHY! OUR PRICES ARE HIGHER THAN ORDINARY CLOTHIERS. WE'LL TELL YOU. "IT'S QUALITY."
Good make and quality are not the only essentials that are most important to qualify a suit of clothes. "It's the proper cut and fit." Here's where we outclass others; we make "fit" a special feature. You can pick out our clothes no matter where seen or worn.
King Solomon's Hall
Fillmore St., near Sutter
San Francisco

PRESIDENT CALHOUN announces that he will open additional lines today, and as it appears that the police force will be overtaxed with so many miles of road to guard, a rumor is current that the governor has decided to bring in state troops.

SHOTS FIRED IN RIOT AT TURK STREET BARN

Strike Breakers Incensed by Attack on Two of Their Comrades

BOTH BADLY BEATEN

Trouble Feared and Calling of Troops Is Again Rumored

More cars were sent out by the United Railroads yesterday than at any time since the strike was inaugurated, according to the statement of the company, and, as a consequence, probably more violence occured in the city than has been committed since May 7. The day ended with a skirmish at Turk and Fillmore streets between angry crowds of strike breakers on the one side and union men and their followers on the other. During the mixup shots were fired from the stockade of the carbarns. The trouble, which occurred at 10:30 o'clock last night, was the outcome of an attack at McAllister and Laguna streets by union sympathizers on two strike breakers, John Lee and Fred Turner.

Some damage was done to company property in Bryant street, in the vicinity of Twenty-second and Twenty-third, by men and boys who undermined the roadbed and piled barrels of cement, ties and boulders on the track.

Late in the evening Thornwall Mullally, for the United Railroads, appealed to Chief of Police Dinan for better protection, and there was a rumor about last night that inasmuch as the police force has about reached the end of its physical ability to guard the cars, crews and passengers of the company a call for troops was imminent. Governor Gillett could not be found and no enlightenment as to the report could be gained. He will be at his office in the ferry building this morning and will go over the situation with his staff. Last night the situation was more critical than it has been at any time since the first fires of combat were banked.

TO OPEN MORE LINES

Patrick Calhoun announced last evening that 198 cars were operated by the company on 24 lines, and that the number will be increased today with the re-establishment of service on four other routes, all of which are in "trouble sections." It was a matter of common understanding that troops would not be brought into the city while the violence did not exceed the throwing of an occasional brick or the hurling of a spasmodic epithet. With the opening of new lines, especially in the districts where workmen are employed in great numbers or make their homes, new fears confront the men who are running the cars and those who ride on them as passengers. The most serious troubles yesterday, with the exception of the shooting at Turk and Fillmore streets, occurred along the newly opened lines south of Market street and in the Potrero. Today the Ingleside line will be reopened, as will the Twenty-ninth and Noe streets, the Eighteenth and Guerrero and Ashbury avenue line, the Bryant street line, from Eighth to Twenty-second, and the Precita avenue line.

Mullally gave out a statement last night that the entire trolley system would soon be operated. Calhoun in his statement to the public declared that at the time violence was being committed in various parts of the city the labor leaders were proclaiming before the supervisors that the city was quiet.

Midnight found the railroad problem in ugly shape—the strike sympathizers were in hostile mood and Calhoun expressing a determination to operate cars more extensively than before attempted in the face of this bad feeling. The railroad officials claim that they have 700 men here and more coming, and will man all cars if given protection.

The strike breakers are growing tired of their semiconfinement in stockades and want to go about the city, which is most gay within earshot of the Turk and Fillmore barns. Last night's trouble there grew out of this desire to roam the streets.

STRIKE BREAKERS SHOOT

Lee and Turner started out from the Fillmore barn last evening with a view of taking in the sights of the city. When they reached McAllister and Laguna streets they were recognized as strike breakers by persons in the street. A concerted attack on the two men followed and before the police arrived on the scene the United Railroads employes were severely beaten and kicked. They were removed to the carbarn, where Dr. Murphy treated them.

When Lee and Turner were brought to the barn in their battered condition the nonunion men felt that they were not offered protection by the police and went out from the barns in several groups of fifteen or twenty men each to see what might happen. They were quiet, but strode defiantly about the union headquarters. They were greeted with cries of "scab" and other epithets.

The situation warmed up. The strike breakers were armed with pick handles, and as the insults flew from each side a battle was started and the pickax handlers were brought into play.

With great difficulty the police separated the combatants and tried to herd the nonunion carmen into their barn. The men objected to being treated like cattle and jeered the police. Finally the strike breakers were persuaded to enter the stockade.

At this moment another group of 20 came down Fillmore street. They scented trouble and entered the Fillmore street entrance and banked themselves on the Turk street fence. Turk street was crowded with people. The strike breakers jeered the police and the union men who were grouped about their headquarters and threw stones over the fence. Suddenly two shots were fired from the nonunion stockade. Then the police cleared the street of the crowd and the union men and order was soon restored.

Later in the evening about 15 or 20 strike breakers emerged from the little gate on the Fillmore street side of the Turk and Fillmore carbarns and started on a stroll around the neighborhood. Most of them carried canes, but otherwise were unarmed. A crowd was attracted by the sight of their new uniforms and badges, though no violence was attempted. At Webster and Turk street, they were advised to return to their headquarters by a patrolman who did not like the looks of the gathering crowd. They went back. Arriving at the carbarn they were met by a larger crowd, which was orderly enough. Other strike breakers climbed to the top of the high fence to watch the behavior of the crowd. Some one inside the enclosure fired a shot. There appeared no reason for it, other than to frighten any one who might be disposed to make trouble. The bullet sped upwards, and ended the evening constitutional of the strike breakers.

TRACKS ARE DESTROYED

It was after dark when the tracks in Bryant street were partly destroyed by the undermining and piling of heavy masses on the roadway for a distance of two blocks in the vicinity of Twentsecond and Twenty-third streets. Thornwall Mullallly reported the crime to the police and asked Chief Dinan for better protection, not only for company property, but also for passengers and crews.

Chief Dinan was not at headquarters when Mullally called and the railroad official made his complaint to Captain John Martin of the central station. Martin detailed Detective Sergeants Tom Gibson and Tim Bailey to investigate and they went to the scene of the track destruction. When they returned they reported that much damage had been done to the street and track.

Shortly after 9 o'clock A. F. Lewis, in the employ of the Weston electric company, was set upon by a crowd of strike sympathizers in Fillmore street near Post, and given a severe beating. Several persons ran to Lewis' aid and his assailants took to their heels. Lewis was removed to his home in Turk street near the carbarn. It is said that the men who attacked Lewis thought that he was in the employ of the United Railroads and had followed him from Turk street, believing that he had left the barn. No arrests were made.

According to reports of the United Railroads authorities many acts of petty violence were committed. For the most part these were instances of stone throwing by men and boys. In the south of Market street district and at North beach children hurled stones and bricks at passing cars. Teamsters and others dumped dirt on the tracks in various parts of the city. Many arrests were made for using vulgar language and throwing missiles. Cartridges were placed on the rails in some places, but no one was injured.

S. Bartels, a wood worker living in Alameda, was thrown from a bus at Ninth and Market streets yesterday morning and suffered fractures of the nose and of both knee caps. He claims that the bus was struck by a Valencia street car and that the act was a deliberate attempt on the part of the motorman to demolish the wagon.

CAR IS MOBBED

A car on the Eighth and Eighteenth streets line was mobbed by a crowd of strike sympathizers shortly after 5 o'clock yesterday afternoon. Motorman Harry Hurst and Conductor John Brooks were hit by flying bricks and severely beaten. They were finally rescued by a squad of United Railroads inspectors and some patrolmen from the southern station.

The car was approaching Bryant street when it was stalled by dirt on the rails. No sooner had the car stopped than a crowd of more than 100 noisy persons closed in upon it. Bricks and stones were thrown and the windows were shattered. Several hot headed members of the mob attempted to drag the strike breakers from the car.

A telephone message was sent to the carbarn at Tenth and Bryant streets and 20 inspectors in three automobiles hurried to the scene. They arrived just as the strike breakers were thinking of giving up their fight and trusting to the tender mercies of the crowd. A number of policemen from the southern station hove in sight just as the inspectors arrived.

After the crowd had been driven away the injured carmen were taken to the city and county hospital. Both were badly cut about the heads by stones. Hurst had an ugly gash on his right hand and Brooks had a cut on the leg. The car was almost demolished. No arrests were made.

For Your Social Hall

Hardwood folding chairs for veranda, summer resorts, hotels, lodges, banquet halls, social clubs, kindergartens, schools, churches. Circulars from McCormick-Henderson Co., 717 Van Ness.

COMPANY SAYS PEACE HASN'T BEEN RESTORED

Points to Attacks on Cars South of Market Yesterday

By Patrick Calhoun

The United Railroads resumed its car service over many lines yesterday and is prepared to place other lines in operation today.

Unfortunately, at the time that certain labor leaders were before the committee of the board of supervisors claiming that profound peace reigned in the community and that the franchise of the United Railroads should be forfeited because it was not operating its cars, severe attacks were being made on the cars in the district south of Market street. Several of the unarmed crews of the cars were seriously injured, two so severely that they had to be taken to the hospital.

It must be manifest to every one that the community cannot long permit these repeated acts of violence to occur.

SAYS UNITED ROADS SPREADS FALSE REPORTS

Union President Asserts Number of Cars Run Grows Less

By Richard Cornelius

There were less cars running yesterday on the lines of the United Railroads than on the four or five preceding days, and at the same time the company spreads broadcast the report that it is going to open up new lines today. There are more cars being turned in for repairs each day. The company will soon have no cars that can be operated. The number of passengers carried yesterday was less than on the day before, but the number of free tickets has increased.

Mr. Calhoun insists on calling the carmen a lawless mob. Well, we expect that events in the near future will fully demonstrate who are the law breakers, the United Railroads or the carmen's union.

MORSE AGENCY MEN GATHER IN OFFENDERS

Vigorous Steps Taken to Stop the Insulting of Women on Cars

ATTORNEYS IN COURT

Representatives of Bar Association Welcomed by Police Judges

Acting under the direction of the committee from the commercial bodies, Captain Callundan of the Morse agency went out along the various car lines with 25 special policemen yesterday to arrest all persons caught insulting passengers.

The first man to be taken in was Samuel McGrath, a carpenter, living in Webster street. He was making insulting remarks to passengers on the cars near Third and Market streets when Special Policeman John Cleary and Patrolman Jack Tillman gathered him in. He was booked at the central police station on a charge of disturbing the peace. William Jones and Albert Mollington, two waiters, were arrested by the Morse men at Pacific and Kearny streets and booked at the central station on similar charge.

The following were arrested by policemen on the Mission and Valencia street routes for disturbing the peace: John Coleman, John Smith, Eugene Blowers, George Shane, John W. White, James Callan, George Christie and Kingsley B. Osborn.

Robert Banyard, J. T. Davis and D. C. Courtney, teamsters, were arrested and locked up at the harbor police station for obstructing streetcars.

There was a ripple of excitement when an attorney appeared in each of the police courts yesterday morning and announced that he had been appointed by the Bar association to watch the proceedings in all cases growing out of strike disturbances. Each attorney was accompanied by a shorthand reporter to take notes of the proceedings. Attorney Bowie presented himself in Judge Weller's court; Attorney Denman in Judge Shortall's, and Attorney Kollmyer in Judge Cabaniss' court.

Each of the judges extended to the attorney assigned to his court a hearty welcome and assured him that every courtesy would be shown. Judge Weller took strong exception to the statements made generally that the police judges were not doing their duty. For himself he entered a vigorous denial, as every case in his court had been and would be tried on its merits and decided in accordance with the evidence.

ENTERS A PROTEST

Judge Cabaniss said that he took no exception to the attitude of the association, as embodied in President Cope's published letter. But he protested against the statements alleging that the judges were derelict in duty by imposing light fines and dismissing the cases. There was no foundation for such allegations as far as he was concerned, said Judge Cabaniss.

Judge Shortall remarked that he would be glad to see lawyers, clergymen and business men in his court to watch the proceedings in strike cases. He denied that any case had been disposed of except in accordance with the evidence. He had decided that in all cases where foul language had been used in the presence of women and children the penalty should be imprisonment without the option of a fine.

There were only 13 new cases yesterday. Antone Veit, grocer, Hayes street near Fillmore, was fined $100 by Judge Cabaniss for malicious mischief, with the alternative of 50 days in the county jail. On Wednesday afternoon he threw an egg at Joseph Wilner, motorman. It missed Wilner, but struck the car. Edwin Walsh was convicted on a charge of battery committed upon Otto Blum, a conductor, and was ordered to appear for sentence this morning. Judge Cabaniss intimated that he would impose a fine of $50.

ACQUITTED BY JURY

Judge Weller fined William Carmack and Thomas Warwick $10 each for disturbing the peace, and Arthur White $5. Arthur Owens failed to appear before Judge Shortall on a charge of disturbing the peace and his bail of $10 was forfeited.

The first trial by a jury of a case arising out of the strike disturbances was held in Judge Cabaniss' court in the afternoon. Joseph Garcia, a housesmith, was charged with disturbing the peace on May 16 at Fourteenth and Mission streets by throwing pieces of asphalt at the motorman and conductor of a car and calling them offensive names. The jury found him not guilty.

Judge Weller received a letter yesterday morning from R. G. Huestis, assistant secretary for Schlesinger & Bender, California wine growers, who wrote: "In reading today's Call I notice that you imposed severe penalties on those who were arrested for using foul language in the presence of women riding on the cars. I can not help writing you that the women of San Francisco who are compelled to ride on the streetcars owe you a debt of lasting gratitude."

BUILDERS HOLD MEETING

Committee Will Confer With Unions to Settle Local Troubles

J. D. McGilvray has been elected chairman and James A. Wilson secretary of the committee appointed Tuesday by the builders' exchange to devise a plan to bring peace out of the present industrial strife.

The committee, consisting of J. D. McGilvray, J. A. Wilson, Thomas Elan, J. Mahony and W. B. Anderson, met for the first time yesterday, effected organization and discussed a plan of action. It was agreed that representatives of all organizations connected with the building industry should be called into conference with the committee. Labor organizations, merchants' and contractors' associations will be consulted, as well as bankers, capitalists and property owners.

"The investigation," said Secretary Wilson, "will be searching and exhaustive. No effort will be spared to arrive at a solution of the labor troubles. We have nothing to report of the committee meeting today. Another meeting will be held Monday afternoon at 226 Oak street at 2:30 o'clock. Meantime each of the committee members will familiarize himself as far as possible with the situation. It is likely that a call for a general meeting of the Builders' exchange will result from Monday's session. We will take hold of this matter vigorously and as quickly as is consistent with thoroughness."

Various Suggestions for Car Strike Settlement

Citizens' Ideas As to How Industrial Peace Might Be Restored

HEREWITH are printed more of the many communications in which the public has responded to The Call's offer to publish, in substance at least, any reasonable and decent suggestion looking to the termination of the car strike. The Call assumes no responsibility for these suggestions—that belongs to their authors, for which reason no such letter will be printed without the signature of the person who wrote it.

LABOR WILL WIN

Editor Call: The car strike is engendering considerable bitterness and is kindling a wall between employer and employes. Note the action of the Geary street railroad directors in combining with Calhoun. As a nonunionist and one (although an old resident of this city) who has never voted the union labor ticket I observe the sympathy extended to the striking carmen by nonunionists and wage earners. Next fall, unless something is done to counteract this feeling, the union labor ticket will sweep everything at the election. I would suggest that as Calhoun holds the franchise for running the cars illegally the city take the streets and give the carmen the $3 per diem for eight hours. Respectfully, JNO. D. McGREGOR.

SAYS UNION IS WRONG

Editor Call: I am a good union man and am being made to walk by the fine that is held over my head by my union. If others will fall in line I am in favor of sending to the United Railroads the amount I generally pay for carfares every month.

The carmen's union is wrong in this fight and the sooner they are beat the better for all of us. I would like to know if, while the carmen get $5 each week to support their families on, do Cornelius and Bowling draw down their full salaries? JAS. W. ADDISON. Richmond District.

CAUSE IS GOOD; METHODS BAD

Editor Call: I think the amount of wages asked by the carmen is not at all unreasonable, as any family needs that much to enable it to live comfortably and allow a savings account to accumulate, and the United Railroads can afford to pay it. But I deeply deplore their method of attempting to accomplish their purpose.

Union men boast of bravery. It takes a peculiar kind of courage, such as sells at 10 cents per glass, to enable a man to throw bricks and other missiles into crowds and cars. Shame on such "heroes." Will some one give the name of a labor leader who gives his time and effort for the good of humanity without hope of reward? Don't all speak at once.

When the workingmen spend their spare time with their families instead of in the saloons and other questionable resorts and save the money they now spend there it will not be such an easy matter for capitalists to starve them into submission and scheming labor leaders to deceive them. Then there would be more happy families and fewer rich brewers and whisky dealers.

When workingmen do their own thinking the labor leaders will find it necessary to jingle their bells in other pastures to get a following, and employers, when they can get no more herds to drive, will be forced to recognize individual rights and labor troubles will cease. May the good Lord hasten the day in San Francisco. H. BROTHERTON.

ADVISES MEN TO WORK

Editor Call: I have read with much interest the many communications by which the public is expressing itself on the strike question. Your idea of thus making public the sentiments of disinterested parties is a good one, and if more were to follow suit and express themselves, the result would undoubtedly carry much weight.

My advice to the strikers would be: Get out and work at something which will pay you better (pick and shovel work in the hot sun) and give your families a few more of the luxuries of this world. R. J. McCANN.

CALHOUN'S BIG CHANCE

Editor Call: A little magnanimity upon the part of Patrick Calhoun would restore industrial peace and prosperity to beautiful San Francisco in less than an hour.

What a small bone of contention it is for millionaires to haggle over! 25 cents more a day in wages and 8 hours a working day.

It requires the very closest economy for any one leading the Roosevelt strenuous family life to exist on $3 a day. Isn't it about time for the Calhouns and Carnegies to open up their hearts directly to the people, instead of to cold walls of stone?

Mr. Calhoun has a great and noble opportunity. Let him but speak the word and he will make thousands of miserable homes happy and start San Francisco upon an era of unexampled civic splendor. LOUIS G. MUNFORD. 1017 Chestnut street, Oakland.

LABOR AND CAPITAL

Editor Call: To settle the strife let labor ponder its dependence on capital. If there was no capital there would be no car lines or railroads or ship lines or large industries, and without these the vast hordes of working people would starve. If labor unions are not checked they will bring stagnation to all industry. There is only one way to settle it, fight it to the last ditch. If the carmen win this time San Francisco is doomed. A. B. SCOTT.

AN ECONOMIC PRINCIPLE

Editor Call: A vital economic principle is involved in the strife between Patrick Calhoun, representing the United Railroads of San Francisco, and the carmen's union.

That principle is collectivism against individualism.

And let it be emphasized, the entire community of San Francisco has vital interest in this strife and its outcome; not alone because deprived for the time being of the transit privileges afforded by the peaceful and successful operation of the streetcars by the corporation whose official head is Patrick Calhoun, but much more because the question at issue is whether a radical exemplar of the selfish, worn-out doctrine of individualism—dependent, as he is, upon the collective community for his right to operate his cars on the streets, not his streets, but the streets of the collective community, shall be permitted to imperil the lives and property of that community in order that he may "fight it out with Cornelius and his union" to settle the question of his (Calhoun's) right to run his cars as he pleases, employing such men and paying them such wages as he pleases. JOHN AUBREY JONES.

KEEP OFF THE CARS

Editor Call: Those who are overreaching themselves to applaud Calhoun, and who go out of their way to a considerable extent to berate the carmen, seem to have forgotten that the union offered to compromise for one cent per hour in advance of the Oakland scale. Any one who has visited both cities at any time within the last year and who has as much sense of justice as a Bengal tiger, will concede that it is worth at least five cents per hour more to run a car in San Francisco than in Oakland.

Keep off the cars if you would protect your own wage scale.

Talk and work for public ownership, which will give at least $3 for an eight hour day and a three cent fare, with universal transfers. This system will work in San Francisco, because it works elsewhere.

Perhaps Calhoun may see the day when he will work too. At present he simply works others, including a considerable portion of the gullible public. Z. W. CRAIG.

MAKES APPEAL

Editor Call: I am sure that any one with good common sense will agree that the $3 a day, which the carmen ask for, is little enough to keep himself on, much less his family, and I do not see why the people of San Francisco do not rise up and aid the carmen to defeat Patrick Calhoun.

We have had enough lawlessness without Calhoun importing men, regardless of character, from all parts of the United States, to take the places of honest men. GEORGIE ZACHMAN.

WOMAN PROTESTS

Editor Call: On alighting from a Valencia street car on my way home last evening between 5 and 6 o'clock I was beset, accosted with language too vile for repetition or to be uttered in the street in the presence of children, with threats and epithets that would make blush a denizen of the slums. I was followed for several blocks and menaced all the way. Once I entered a haberdashery, doing business presumably under the protection of the American flag, yet unwilling to extend protection to a woman who had helped make his own protection possible, nor was there among the crowd along the streets a protesting voice raised against the continued indignities, which were extended even into another store some seven blocks from where I left the car, and the proprietor was warned not to sell me anything. All this was for choosing the way of conveyance that is the accustomed, the easier, cheaper and more direct way, and several blocks nearer my home than the way some one else chooses for me to accept. How long must this state of things continue? ADDIE L. BALLOU.

Calhoun Reports Progress

The United Railroads gives out the following information:

Date—	Cars Run.	Passengers Carried.	Lines Operated.
May 7	6	None	
May 8	2	None	
May 9	2	None	
May 10	2	10	
May 11	31	1,000	
May 12 (Sunday)	50	10,000	2
May 13	90	40,000	3
May 14	102	50,000	6
May 15	126	65,000	8
May 16	117	75,000	8
May 17	120	80,000	10
May 18	140	100,000	10
May 19 (Sunday)	150	42,000	10
May 20	150	80,000	10
May 21	150	90,000	12
May 22	160	100,000	15
May 23	198	110,000	24

Constipation and Its Causes
A Well-Known Remedy
Constipation is one of man's worst enemies, and half the bodily ills we suffer from are a result thereof. Nature meant that the bowels should be kept free and open—that we should have a free movement at least once a day. Of course, we ourselves are to a large extent responsible for our troubles by failure to observe Nature's laws. Our habits are irregular, we eat improper food with undue haste, and when we find our bowels do not move, have resort to powerful drugs and medicines, which are so drastic in their action that, although they may purge at first, they damage the tender lining of the stomach and bowels so as to leave a worse condition than before. And why take such injurious and expensive drugs when we can obtain from any druggist, much cheaper, a bottle of Nature's own remedy—the famous Mineral Laxative Water—HUNYADI JANOS—bottled at the springs in Hungary; in use nearly half a century? One dose, ½ a tumblerful, drunk on arising in the morning (slightly warmed for best results), will bring within an hour a refreshing movement—gentle, natural and thorough—without any griping or purging or other bad effects. A whole bottle costs but a trifle. Keep one always on hand. At all Druggists.

A dose or two of Chamberlain's Colic, Cholera and Diarrhoea Remedy will relieve cramp, colic or a pain in the stomach.

Cluett SHIRTS
FOR THE MAN WHO WANTS SUMMER COMFORT COMBINED WITH APPEARANCE AND LONG WEAR.
MANY STYLES IN WHITE AND EXCLUSIVE FANCY PATTERNS.
ASK FOR CLUETT SHIRTS AND LOOK FOR THE CLUETT LABEL.
CLUETT, PEABODY & CO.
MAKERS OF ARROW COLLARS.

Under the New Pure Food Law
All Food Products must be pure and honestly labelled.
BURNETT'S VANILLA
was fifty years ahead of the Law. It was always pure Vanilla. Every bottle now bears this label: *Guaranteed under the Food and Drugs Act June 30th, 1906," Serial Number 91*, which has been assigned to us by the U. S. Dept. of Agriculture.
JOSEPH BURNETT CO., BOSTON, MASS.

DR. PIERCE'S GOLDEN MEDICAL DISCOVERY FOR THE BLOOD, LIVER, LUNGS.

PROPOSALS

PROPOSALS—Sale of U. S. S. Keystone State, U. S. S. Marion and U. S. S. Lawton.—Sealed proposals will be received at the navy department until noon on the 5th day of June, 1907, at which time and place they will be opened, for the purchase of the U. S. S. Keystone State, appraised value $3,300; U. S. S. Marion, appraised value $13,800, and the U. S. S Lawton, appraised value $30,000. They will be sold for cash to the person or persons or the corporation or corporations offering the highest price therefor above the appraised value thereof. A separate proposal for each vessel bid upon must be submitted in a sealed envelope addressed to the secretary of the navy, Washington, D. C., indorsed "Proposals for the purchase of the U. S. S. ——" (naming the vessel for which offer is made), and each proposal must be accompanied by a satisfactory certified check for not less than 10 per cent of the amount of the offer. On application to the navy department forms of bids and bonds, together with the terms and conditions of sale, also a printed list giving general information concerning the vessel, will be furnished. The vessels can be examined at any time after May 8, 1907, by applying to the commandants of the navy yards where they lie—Keystone State, navy yard, League Island, Pa.; Marion and Lawton, navy yard, Mare Island, Cal. They must be removed from the limits of the respective navy yards within such reasonable time as may be fixed by the department. The department reserves the right to withdraw any or all vessels from sale and to reject any or all bids. TRUMAN H. NEWBERRY, Acting Secretary of the Navy. April 30, 1907.