

The San Francisco Call

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KEEP THE HOSPITAL WHERE IT IS

ASIDE from considerations of simple humanity to the sick poor, there are sound business reasons behind the proposition to correct the bond issue for the proposed new city and county hospital. At the former bond election small attention was paid to the terms of the proposition. They suited the owners of property in the Mission, because there was behind the proviso establishing the site of the bond built hospital on the almshouse tract a promise that the present site would be turned into a park. The promise did not amount to a great deal, inasmuch as, having formally dedicated this lot to hospital uses, the city could not legally hand it over to the park commission for park purposes. Nor did the Mission people reflect that, even after the great multitude of the city's sick poor had been condemned to the remote, foggy and windy tract where the almshouse is, there would still be a demand for a hospital nearer to the center of population, with the vacant Mission site the only available location. So they would have got a cheaper and poorer hospital for a neighbor than if they had let well enough alone.

Under the outrageous conditions of management that have made the city and county hospital a municipal shame there may have been some ground for objection to its presence by the neighbors, if it were not for the fact that most of them bought their property after the hospital was built and in operation. But popular prejudice against a hospital as a neighbor has pretty much passed away. The modern hospital is not a grewsome place to die in, but a place to get well in—a place of perfect sanitation, set amid trees and flowers in spacious grounds.

Again, there is no grading to be done on the present site, which means that much more money to go into the building and equipping of the new hospital. The success of the German hospital management in building a new hospital alongside of and around an old one, without interrupting the operation of the latter, has been sufficient to remove any objection on that score.

The people who fought in former years to have the hospital removed have almost to a man revised their views. They now realize that a building to cost several millions will enhance the value of their property; they know that the days of hospital graft are almost over, and that the up to date hospital which is to be will be a worth while landmark in the Mission.

The supervisors have already set the machinery in motion to continue the hospital on its present site, but they will need the good will and co-operation of the people to accomplish this greatly to be desired result. Complications have come because of the sale of part of the hospital bonds. They will have to be legally retired; the people will have to vote again upon the bond issue.

And this is a call to the people who are working for the betterment of local conditions to vote for every measure that will make the city and county hospital an institution to redound to the municipal credit. To keep the hospital on its present site will be a mercy to the unfortunate poor. There ought to be no doubt about the outcome of the new bond proposition.

THE WRONG END OF A DOCTRINE

UNCLE SAM seems in a way to get more than his share of the white man's burden. He is not content to mind his own business, but must meddle in the affairs of the black and tan republics to the south to hold them in the paths of rectitude and decency. It is a dull day in Washington when some one or other of these shiftless commonwealths is not in trouble with its creditors. In the old days the creditor nation sent a gunboat and levied on the customs, but Uncle Sam regards this as an uncivilized process and he offers to get the money by more peaceful although troublesome methods. Uncle Sam is a sort of halfway admirer of the Drago doctrine which forbids the collection of debt by force. It is a rule that commands enthusiastic support from Turkey and Venezuela, but their reasons are quite different from those that inspire Uncle Sam. They disapprove of debt collections by any process.

But what are you to do with a man like Castro, president of Venezuela? Repudiation has become a habit with him. Just now he wants to break loose from the agreement of arbitration arrived at in 1902 for the payment of Venezuelan debts. Castro paid the claims of Great Britain, Germany and Italy, which blockaded his ports, but the other debts adjudged by arbitration he now refuses to pay. These are the sums remaining due to the several countries:

Table with 2 columns: Country and Amount. Belgium \$2,180,000; France 1,500,000; Mexico 530,000; United States 437,000; Spain 400,000; Holland 412,000; Sweden 86,000.

It appears to be expected of Uncle Sam to make Castro dig up the money. The Drago doctrine is a form of international luxury that only the rich can afford—that is to say, if you are at the wrong end of the doctrine. But Castro would not keep house for a minute without it.

KICKING OUT OF DINAN IS DELAYED

NO other agency than the police commission can remove Chief of Police Dinan. So rules the district court of appeal. The present police commission not only would not oust Dinan but would, if it could, raise him in rank and pay, multiply him and make him more effective for the particular kind of evil

Woodman, Spare That Tree



which he promotes. Thus it ought to be the first business of Mayor Taylor to remove the Schmitz branded commissioners and put in their places men who will not stand for the friend and associate of thieves as the city's head thief catcher.

Dinan, like the commissioners who support him in his gross abuse of the position he holds, is among the finest flowers of Schmitzism. He is not a shrewd or resourceful grafter. Fortunately for the community, he is a dull, stupid, ignorant man. He has not brains enough to make his lack of scruples and principle as much of a menace to the public welfare as they would be in the person of a capable rogue. Dinan consorts, by instinct and by choice, with crooks of the "Kid" Sullivan kidney, and it has already been explained in detail what and who "Kid" Sullivan is—professional pickpocket, keeper of a deadfall which could not exist without the protection of the chief of police whom the police commission protects. As a policeman he is a joke. The newest patrolman on the force mocks him, and may with impunity do it to his face, for Dinan is too thick witted to know when he is insulted.

The charges which the appeal court will not permit the superior court to try include the protection of disreputable resorts, the moral shambles of Pacific street; use of his office to assist Schmitz, on trial for a felony; abuse of his office in directing his subordinates to keep from the district attorney information that might have helped to send Schmitz to prison. To these might have been added many other counts, principal among them direct responsibility for the bloody streetcar riots of May last. And what, pray, will the police commission do with Dinan? It will not try him without compulsion, and if it should do so it would probably vote him as reward for these conspicuous services a few more yards of gold braid.

Dinan, the accused, is the chattel of Schmitz, the convicted. The city will never be rid of him until it is rid of the commissioners, who are even worse than Dinan, in that they license and approve his wrong doing. Let us have a police commission that will strip Dinan of the uniform he disgraces.

In Railway Circles

H. HARRIMAN probably will arrive here today. He left Salt Lake Wednesday evening and it was his intention to come directly through to San Francisco. Nothing definite is known regarding his plans except that he will spend a few days at Pyramid lake hunting and fishing, as announced several days ago in The Call. Arrangements for the comfort of the Harriman party are being made at the lake, but the date of departure for the shooting lodge has not been divulged.

The Santa Fe commenced yesterday to run its trains through the Franklin tunnel and freight and passenger service was fully restored. The tunnel caved in last January and shortly afterward caught fire. A big sum has been spent on the repairs.

P. H. Zappettini wishes it understood that W. O. Johnson, the absent freight agent of the Grand Trunk, owes him no money and that he had no business dealings with him, as his salary for getting passengers for the Canadian line comes directly from the company. Zappettini admits that he was so friendly with the missing agent that he lent him money, but he asserts that he got it back, though he had great trouble in doing so. There is more than one railroad man about town who wishes he had the same success in collecting money from Johnson.

H. R. Judah, assistant general passenger agent of the Southern Pacific, has left for a short stay at Santa Cruz and will then leave for his summer home at Aldercroft in the Santa Cruz mountains.

T. L. Hibbard, general superintendent of the Santa Fe, arrived yesterday. Hibbard was on a vacation to Colorado

Personal Mention

Mrs. C. E. Hackett of Napa is at the St. James.
F. H. French and wife of Chicago are at the Hamlin.
S. M. Smith, a mining man of Reno, is at the St. Francis.
S. M. Kennedy and wife of New York are at the St. Francis.
J. H. Leggett, capitalist of Oroville, and his family are at the Baltimore.
S. Mitchell, a banker of Visalia, and his wife are staying at the St. Francis.
Henry Brickley, a political leader of Fresno, is registered at the Dorchester.
J. J. Hoey, a merchant of Sacramento, and his wife are guests at the Dorchester.
E. E. Bedesik and Walter Drake, oilmen of Santa Maria, are guests at the Hamlin.
James E. Crowley and J. W. Russell, businessmen of Des Moines, Iowa, are guests at the St. James.
W. H. Heister, a lumberman of Fresno, accompanied by his family, are guests at the Baltimore.
P. O'Brien, inspector of transportation of the Wabash railroad, is at the Fairmont for a short stay.
Dr. E. E. Hill, former coroner of this city and county, has returned from Nome and is at the St. Francis.
Horace Mann, a well known businessman of Muskegon, Mich., is at the Hamlin. He will remain in this city several days.
Count Micheli of Milan, Italy, and Baron Draesche of Austria are at the Fairmont. They are on a tour of the world.

Springs when he heard of the sickness of General Manager Wells and returned to the coast at once.
W. J. Henly, auditor of the Santa Fe, arrived yesterday with W. G. Barnwell, general freight agent of the same line.

Wright Replies to Pardee

Leroy A. Wright, chairman of the legislative committee on California harbors, which committee was created by the state legislature, has written a letter to Rufus P. Jennings, chairman of the California Promotion committee, in which he takes exception to the statements made recently by former Governor George C. Pardee relative to harbor improvements. Wright's letter is as follows:

San Diego, Cal., Aug. 13, 1907.
Rufus P. Jennings Esq., Chairman California Promotion committee, San Francisco, Cal.

Dear Mr. Jennings: Your recent favor informing me that ex-Governor George C. Pardee is attempting to discredit the work of the legislative harbor committee has been carefully considered. As the ultimate success of the work of this commission depends largely upon the degree of public confidence it enjoys, the attack made upon its integrity is much to be regretted.

No one knows better than yourself that this movement for the improvement of our harbors upon a comprehensive plan is wholly and unreservedly in the interests of the entire state. You also know how utterly false is the charge that the purpose of the commission is to give to any corporation, railroad or otherwise, the control of any or all of the harbors, or to perpetuate any control that any railroad company or companies may now have. On the contrary, the purpose of the commission is to make ocean commerce as free from all burdens as possible. The harbors of the state must be made open doors to all shipping, and existing railroads and those which may be constructed in the future must be given every reasonable facility in order that their access to the harbors will be unimpeded. The reserve terminal facilities at all of the harbors of the state for new transcontinental railroads, which in the very near future will be bidding for their share of the ocean commerce, to compete with the existing lines, must be made open doors to all state must be made open doors to all shipping, and existing railroads and those which may be constructed in the future must be given every reasonable facility in order that their access to the harbors will be unimpeded. The reserve terminal facilities at all of the harbors of the state for new transcontinental railroads, which in the very near future will be bidding for their share of the ocean commerce, to compete with the existing lines, must be made open doors to all state must be made open doors to all shipping, and existing railroads and those which may be constructed in the future must be given every reasonable facility in order that their access to the harbors will be unimpeded. 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