

The San Francisco Call

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ON BEING POLITE TO A HOG
THE effort to keep up the amenities of diplomacy in the case of Venezuela takes on a more than usually entertaining aspect of that dismal art. It is like trying to be polite to a hog.

The effort produces no effect whatever on the animal, and the consequent discomfiture of the diplomatist only inspires a heedless public to ask the question, "What's the use?"

All is not lost, however. From the midst of the gloom that oppresses "diplomatic circles" we get the partially encouraging news that Mr. Veloz-Goiticoa, who represents Venezuela at Washington, has not the slightest idea of giving up his job.

Washington is solemnly persuaded, as we learn from the dispatches, that President Castro "was somewhat startled by the drastic action of the American government." It is not, after all, the sort of emotion that we should have attributed to Castro.

What next may happen in this complication is a "problem," as we learn again from Washington, the fountain of wisdom. Diplomacy is full of such problems. They are the daily food on which diplomatists fatten.

WATER MORE VALUABLE THAN LAND

IT seems as if Uncle Sam, in conjunction with the dominion of Canada, has been compelled to put a bridle on the vaulting ambition of Chicago. The lakeside city has always cherished a pet project to open a deep waterway from Lake Michigan to the gulf by way of the Mississippi river.

The same commission recommends that stringent limitations be put on any further meddling with Niagara or the level of Lake Erie, whether for power or other purposes.

First—That it would be a sacrilege to destroy the scenic effect of the Niagara falls.
Second—More than 36,000 cubic feet per second on the Canadian side of the Niagara river and 18,500 cubic feet per second on the United States side, including diversions for power purposes on the Erie canal, cannot be diverted without injury to Niagara falls as a whole.

Of course, these conclusions are largely speculative, but they will probably be followed in the treaty, because vested interests in water frontage are the most valuable possession of a city, and the lakeside communities, whether American or Canadian, can not afford to take chances of being left high and dry.

NAVAL TRAINING STATIONS FOR THE INTERIOR

WHEN the prairies begin to take an interest in the navy we may know that the service comes close to the national heart. To the people who live on the seaboard it is natural enough that the navy should be dear, but when we find the fresh water towns actively busy in promoting the perfection of the naval personnel in a practical way, we may know that the movement has become national.

According to Mr. Foss: The Illinois naval reserves are not only the largest detachment of their kind in any state in the union, but they are the best. Often I have sat with naval officers in Washington and have heard them praising the Illinois men. It was largely because of their splendid showing that we increased the annual appropriation for this branch of the service from \$60,000 to \$100,000 a year.

Overbearing and Overreaching Policy of Two Public Service Corporations

THE city of San Francisco stands face to face with a couple of overbearing and overreaching public service corporations, defiant in attitude, insolent in tone, and wholly without scruple as to means. The Spring Valley water company, pointing a shotgun at the head of the city, demands that the rate payers shall be taxed at prices four times as great as those paid by consumers in any other important city of America.

The flagrant insincerity of its policy in making Sutter street passengers finish their journey in slow and moldy horsecars is exposed by its own action in resorting to use of the outer loop at the ferry. For weeks the corporation held up the traffic on lower Market street merely for public effect and to manufacture sentiment against the board of supervisors.

With its accustomed persistence and its habitual disregard for either the truth or the public interest the United Railroads is going about the business of perpetuating its monopoly of traction privileges in Market street.

The other day a supervisor tried to get down to some kind of a compromise with the United Railroads, addressing himself to one of its responsible officials. "If we throw off the \$1,000 a month rental and keep in the condition about letting another company use the outer tracks to the ferry will you sign the agreement?" he asked.

"No," replied the United Railroads official. "Well," persisted the supervisor, "suppose we throw off the rental and alter the other condition so that none but a municipally owned road can use the outer tracks jointly with you—how about that?" "No," was the answer. "We wouldn't care to consider any such terms."

It is the present business of the supervisors to ascertain the legality of the proceeding by which the Sutter street franchise was divided for the purposes of this grab. If it be as flimsy in law as it is in common sense then the city should go to the courts and clear the outer tracks of the horsecar pretense of a service.

The attitude that this corporation holds toward the city and the citizens is best expressed in the words of a deceased magnate: "If you don't like it you can get off and walk."

The traction monopoly will never succeed in persuading the people that its arbitrary course in subjecting passengers on the Sutter street line to needless inconvenience, delay and discomfort is justified, but apparently it is not at all concerned about the sentiment of the public in the matter.

The terms that the board of supervisors demand as the price of a trolley franchise for the outside tracks on Market street are reasonable and wholly in accord with a wise and just public policy. The time has gone by when these valuable grants of public property can be made without a fair price paid by the beneficiary.

The rental of \$1,000 a month for the right to run electric cars on the outer tracks on Market street is moderate. The other stipulation demanded by the board is even more vital to the legitimate growth and progress of the city.

This is the consistent attitude of the United Railroads and its managers in all their relations with the public. It is, perhaps, not worth while to argue with men of that character, but it may be suggested that a policy of arbitrary and on-sided obstruction will surely arouse a feeling of general antagonism that must eventually, when opportunity arises, result in sweeping legislation against the company.

The monopoly of rights on Market street, for instance, has nothing more than a paper existence. It is maintained by an obvious trick or subterfuge. The separate existence of the Sutter street company is a mere pretense maintained only to hold a monopoly of public rights.

The overbearing attitude of the United Railroads raises the issue: Shall this city stand still in the matter of transportation facilities and be subject to the dictation and domination of this corporation until the expiring of the present franchises? If the company insists on answering that question in the affirmative we believe it is planting a large crop of assorted troubles.

is sending the steel gunboat Nashville to Chicago for use by the Illinois reserves. The fact is that the United States navy of today is chiefly recruited from the interior of the country.

Americans Buy Java Sugar
Consul General Henry B. Miller forwards from Yokohama the following statement from a Japanese publication regarding the sugar trade:

Answers to Queries
ELECTORS—Subscriber, City. Where will I find the law relative to the manner of figuring the electoral vote for president of the United States?

HARRISON—R. F. G., City. Was William Henry Harrison, who became president of the United States, the man who was the hero of Tippecanoe and of the battle of the Thames?

RIGHTS OF FOREIGNERS—M. L., City. Has a foreign country, in case of war, the right to take its citizens out of the United States and compel them to serve in the army, in case they left before having performed military service?

ST PETER'S AT ROME—Subscriber, San Jose, Cal. What is the height of the nave of St. Peter's in Rome, its width, interior diameter of the dome and height to the top of the cross? Height of the nave, 152 1/2 feet; width, 87 1/2; interior of dome, 139 1/2; height to top of cross, 448 feet.

The Smart Set

MISS MAUDE BOURN will be hostess at a luncheon today given for Miss Gertrude Joselyn, who is to be married to Gerald Rathbone Monday.

Mrs. Linda Hoag Bryan and her daughter, Miss Linda Bryan, will leave this week for a visit to the mountains. They will be gone for a fortnight or three weeks.

Miss Marie Christine de Guigne will return to Paris in three or four weeks and will spend the summer there with her father's kinship and many old friends.

After the marriage of Miss Gertrude Hyde-Smith and Baldwin Wood, which will be an event of the fall, Mrs. Hyde-Smith will go to Honolulu for a visit with her youngest daughter, Mrs. Harold Dillingham, and probably will spend the entire winter in Hawaii.

Captain Edmund Shortlidge and Mrs. Shortlidge, who have been the guests of her parents, Mr. and Mrs. George Storrs Eife, in Fair Oaks, left yesterday for their new home at Fort Dupont, where Captain Shortlidge will be stationed for two years.

George Supf, who owns large ranching interests in Sonoma county, has been spending a few days at the Fairmont. Supf recently took a group of friends from the hotel for a week end visit to his delightful country home.

Mrs. Lamartine Trent and Miss Florence Trent came down from the Trent mine near Auburn yesterday and are spending a few days in this city as the guests of Miss Theresa McEnery and Dr. McEnery in their home on Broadway. They will return to Auburn on Saturday.

Mrs. K. W. Withrow, Miss Marie Withrow and Miss Evelyn Withrow have returned to California after a two years' visit to Paris, and are now with old friends at Salada beach. They will come up to town in a few weeks and will reopen their home in Pine street, planning to spend the next twelvemonth here.

Mrs. C. O. Alexander and her daughter, Miss Harriet, returned from Chicago, where Miss Harriet has been attending the University of Chicago.

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Gossip of Railwaymen

"There, sir, in that grove which you are looking at you can make your fortune. Then think of the neighborhood. You are close to Santa Rosa, in the midst of culture. Seize the opportunity and get rich," said the fluent real estate man to a prospective customer.

"It's very kind of you to drive me out to see the property," replied the impetuous railroadman, "but what is such a grove worth?"

"It's cheap, dirt cheap," replied the realty agent. "It's cheap because the owner ain't greedy. He's going to Europe and he wants another man to make his fortune out of the land as he has done."

"That's kind," answered the railroadman, "but what would he sell it for?" "Sell? Why he's giving it away. It's about \$1,500 an acre and there are about 100 acres."

"Never mind what there is," answered the railroadman, "but do you suppose that I would be working for a railroad if I could afford to pay \$1,500 an acre for walnut trees? I, too, will be generous. I won't deprive your townsman of the chance to make another fortune."

Edward Chambers, assistant freight traffic manager of the Santa Fe, returned yesterday from the east, where he has been attending meetings of the transcontinental lines.

"We had a pleasant visit to Washington," said Chambers. "W. W. Broughton, general traffic manager, and W. P. Koney, assistant traffic manager of the Great Northern, asked me if it was possible to meet the president, as they had never met him. I asked W. H. Wheeler, assistant secretary of commerce and labor, to arrange an interview, which he did. The president received us most cordially and complimented us generally."

"Business is picking up in the east," continued Chambers, "and good reports are being received. The new tariff schedule should be ready by September 1."

"It is not wise to affix your name to a station unless it be one that cannot be mispronounced or misconstrued," said an old time railroad engineer.

"There is a worthy family on the line of the Petaluma and Santa Rosa electric road by the name of Danger. The 'g' is hard and the name pronounced as is the name of the town of Sanger. The townmen persist in calling it by the wrong name and are most accustomed to and the wrath of the family can be imagined when they hear bawled out 'danger.'"

C. L. Canfield of the Chicago, Milwaukee and St. Paul has returned from a business trip to Los Angeles.

The Chicago, Milwaukee and St. Paul will begin at an early date to build a branch from the main line at Seattle to Spokane. Several surveys have been made for a line parallel to the Northern Pacific from a point in Whitman county, where Miss Harriet has been at school Saturday.

Mr. and Mrs. Francis Bostwick, Miss Janet and Stewart Bostwick have temporarily closed their Mill Valley home and will spend several weeks at Wilson's inn near Napa.

Dr. C. T. Stokes, U. S. N., and Mrs. Stokes have returned from a visit to the southern part of the state and are again in their apartment here. Mrs. Stokes is one of the most popular of the navy's women and took a prominent part in the recent festivities for the fleet.

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