San Francisco Must
And Will Rise to
Meet Fair Emergency

It is not uncommon of the case when President Charles C. Moore says that the fight of the Panama-Peru
expedition, both as to water and trans-
portation, is desperate. He might have
used stronger terms and been inside the
facts. It is, indeed, no wonder that no one in his conference and
the more conclusive condition that has embittered the city since the
event of 1906.

To meet and oppose these difficulties will require the best San Fran-
sisco can produce of common sense, energy and patriotic enthusiasm.
It is well to remember also of the spirit that inspired the action of the
world in the days of our famous disaster, the spirit of cooperation and
mutual helplessness that enabled us to be fair and work through the ill hours of
days that followed.

The most obvious problem is the more difficult. The present facilities
improved to their fullest capacity will not handle more than 20,000 passengers
on board. On many expeditions there will be at least 17,000 people to be
taken out to Haro View and back upon hours of available time and
way. That would mean figures for the expedition.

Sure can there be much aided by the water room. Nobody is going to
build boats at a cost of at least $250,000 each and have those useless on
board after 1906 of the city system has it or will have any boats to
space.

United has the step in hand or eight the money opening the railroad
structure system far enough to meet the expedition demands. Even if it could
work, and fully a rail along Van Ness avenue and another through
the present friction street tunnel, the world still would be a long way short of
adequate provision.

Pleasure enterprise, then, and private capital, must get out of this plight
must stay the fair and a failure that would be response to the city. But
private capital will not accept franchises for new lines under the existing
charter limitations. Neither will it put a dollar into any such work unless
the bonds of a reasonable price.

The best hope of the expedition and for San Francisco is in the amend-
ment of the municipal charter to the rate requirements prepared for it and offered for the expedition.

They will permit amendment of the charter to the cluster to get private
capital holding for transportation facilities and building them to carry the
expansion generous. The municipal charter amendment can be so framed that
both local and eastern capital will be eager to bid. At the same time, the
provision of municipal ownership can be not encumbered and protected.
The independent franchise, or something like it, would give the city an
option to buy this as a form of capitalized bond by the legislative grant.

It would also compel absolute and specific performances of the contract on the part of the grant.

Now, The Call, as is well understood in this community, holds no brief
for the United Railroads. We would, on the contrary, be one of
advocating interests over our municipal field and make the United Rail-
roads here to give more and better service. But no other interests will come
to order to present conditions.

For the new franchise terms so that the United Railroads get any new
protection will be only to hold the rate-line to them so that shall
get the transportation we need for the fair.

The transportation problem is now in the hands of committees of the
election directors of the expeditions. Let these men waste no
thing in that work where the expedition shall have been

will take all time, as much as possible, and as well the amount of authority and busi-
ness judgment, to discharge their functions satisfactorily. Even if private capital can be induced to the city of expenses there, still will there be a demand for something more in the way of transportation.

It may be necessary to call upon another railroad building whether it will ever be elevated into connection with the expedition.

In the meantime, we may say that the expedition will keep the
and the grave operations exactly covered. San Francisco has too many a
made to take advantage. This much certain is that the
exposition to allow anything to impede or distract from its success. It will
do not fail. That is not possible with the San Francisco and the California way
of riding in most emergencies.

People Should Put an
End to "Pork Barrel"
Legislation.—They Can

"Pork barrel" legislation, or the trend toward a government dominated by
representatives of the power and wealth of the country, is as
used to the current number of the Washington Post, entitled "The Scandal
the Appropriation Bill."

Senator Burton tells clearly how the waste of needed money is the practice
which gives to every congressman a chance to the treasury pork barrels for
the advancement of the country's interest or the personal benefit of con-
constituents. A public building for the century shall have been

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As one means of lessening the evil, the senator advises that the president
be given the power to strike out any bill or appropriation act that involves
the present provision, the president must sign or reject the bill as a whole.
and, as an appropriation bill, may be subject to the president's veto.

Add to that the fact that the president, as an officer of the government, has the duty
his house, but on the constitution of these men, too, for their
divorce that the congressmen cannot confine themselves to the
though wasteful to the United States. The senator says:

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Better Transportation
Terms for Our
Shippers of Fruit

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