

The San Francisco Call

Address All Communications to W. S. LEAKE, Manager

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THE IMMIGRATION PROBLEM.

DISPATCHES from Washington bring reports of the appearance of a powerful lobby in that city to protest against any further restriction on immigration to this country. The lobby, of course, will not confine itself to protests. It has managed already to present publicly a strong and formidable array of arguments against the restriction bill, and it will doubtless be able to privately present to a considerable number of Congressmen other arguments, not to be made public, which are still more powerful.

It is not to be denied that there is some validity in the arguments for unrestricted immigration. There is no issue in this complicated world that has not at least a fair showing of two sides. In every case decision has to be reached by choosing the least of two evils, or the greater of two benefits. It is claimed, for example, with undeniable truth, that there are many parts of the United States whose development and exploitation cannot be immediately accomplished without an increase of labor, and that since Europe offers the labor we ought to accept it. If the prompt exploitation of hidden resources were the only issue involved it might be well to grant the open immigration desired; but it happens that there are other issues involved in the problem, and some of them are of far more importance than that of the immediate supply of labor to the localities that desire it.

THE PACIFIC CABLE.

Old it was the custom in Venice for the Doge to go each year in stately procession and pageantry to drop a golden ring into the sea in symbol of the wedding of Venice to the Adriatic. The ceremony was by no means an idle one. Back of the poetic fancy that played lightly on the surface and made the event seem something like a comic opera, there was a significance of very practical meaning. The pomp of the occasion served to recall to the business men and the workers of Venice the truth that their empire was with the sea, and that it would go ill with them if they permitted local affairs, however interesting, to distract their attention from the trade that lay across the waves in the far-off Levant.

In a certain sense the ceremony connected with the inauguration of the laying of the Pacific cable yesterday may be regarded as symbolic of the wedding of San Francisco to the Orient. From our shores straight to Hawaii, thence to the Philippines, and from there onward and on to China and to all the great, wide, Oriental world, the slender cable is to reach and to bind us with those lands in a bond of business and industry that will never break at any future time within the scope of human imagination. As the annual ceremony of the wedding of the Adriatic reminded the Venetians where their larger interests lay, so this cable when completed will daily remind the people of San Francisco that their larger destinies are to be wrought out in connection with what lies west of us, and not with what lies to the east.

That the laying of the cable will make a radical change in the conditions of the city and of the State is beyond question. In times past we have been getting almost all our news from the world that lies to the eastward, but from this time on we shall get an increasing proportion of the whole news from the west. The minds of men naturally turn to the direction from which come the events that make up the news of the day. Our thoughts and our energies have been almost wholly directed toward getting better trade facilities with the Eastern States and with Europe. We have hardly known of any other markets. The Orient has been to us but a geographical expression. From this time on that far land is to draw nearer and nearer to us, and its markets are going to be matters of daily thought and conversation.

The effects the cable will have upon our business and our industries are sure to be large. To measure them by the influences the cable will exert on existing business would be but an inadequate estimate of the subject. The cable will create new conditions and generate new business possibilities of a kind that cannot now be foreseen. The additional news and information that will come every day from the Orient will bring new thoughts to the people, the thoughts will beget plans, the plans will prompt to action and the activities will in turn touch and affect almost every business interest around us. Thus in the course of a development which will not require many years we shall see San Francisco using the Eastern States as a basis of supply for a trade which moves westward, and the amount of our products which we send East will be hardly more than a petty trade in comparison with the augmenting commerce that will go westward with the sun across the ocean to the thousand ports that await it from China to the Australias.

It was, then, a very great epoch in our history that was celebrated yesterday. What the Atlantic cable did for New York, we may reasonably expect this cable to do for San Francisco. The laying of ocean cables is by no means the startling novelty that it was. It no longer constitutes a worldwide sensation and a mighty wonder that makes the crowd stare. None the less, it remains fully as important as ever. The laying of this cable rightly merits as much of the attention of mankind as did the successful completion of the first one. It represents the culmination of the work of ocean cable laying, for, when accomplished, it will have completed the circuit of the globe and come very near perfecting the world's telegraph system. Therefore it deserves the fullest commemoration that can be given it, both now at its inauguration and later on when it shall bring us the Fourth of July news from Manila.

John W. Mackay has builded for himself a monument more enduring than brass or marble. He takes rank among the greatest world workers of all time. No other Californian of his generation will be so widely remembered and honored as he, for his fame, already as familiar to Paris and to London as to San Francisco, will hereafter be equally known in Manila and Hongkong. His son succeeds to a mighty heritage of duty as well as of fortune, and it is with pride California can note that, like so many others of her native sons, he is entering upon the heritage with a determination to be true to every obligation it imposes and every ideal with which it illumines the mind.

AN ANARCHIST CATECHISM.

ANARCHY has so often been defined by its opponents and the definitions have been so loudly denounced by the avowed followers of the creed that it is interesting to learn of the existence of an "anarchist catechism" drawn up by themselves and used in some at least of their circles in this country. The catechism was found by the Baltimore police in a recent raid upon a lodge-room of the "reds," along with other documents, and extracts from it have been published by the Baltimore Herald.

The catechism begins by asking "What is anarchy?" and gives the answer, "A social theory which regards the union of order with the absence of all direct government of man by man as the political ideal—absolute individual liberty." The work goes on to define "civil authority" as "that force which interferes with our daily actions." It is added that civil authority or government makes criminals "by fostering an unjust system of distribution wherein one man is made dependent on another for subsistence."

Socialists with earnest vehemence declare themselves to be at the opposite extreme from anarchy, and the public has accepted their statement as correct. Certainly it is a logical conclusion that a system of government carried to the full development of socialism would more seriously interfere with absolute individual freedom than any government that now exists. However, in this as in so many other cases it appears that extremes meet. To the question "What economic systems do the anarchists propose?" the catechism answers: "Socialist, communist and mutualist." To the further query "Are the terms anarchy and socialism contradictory?" the reply is, "Not in the least, except to those who confuse them."

It is added that anarchists "desire that the economic programme of socialism be brought about through the direct action of the people instead of through the trickery of politics." Further it is stated that protection for property would be secured by "voluntary protective association among those who wished it, but no one would be compelled to pay taxes to support it." Religion is to be separated from churches and all organized efforts to inculcate a creed or impose a code of morals are to be condemned. Love is to be free of ceremony and of marriage ties.

A BOSTON TROUBLE.

OUR municipal troubles are many and therefore we are in a condition to sympathize when other cities have troubles. We have been sorrowing for a long time with St. Louis over the exposure of her awful boodlers; we have frequently mourned with Philadelphia and Chicago, and we are always lamenting with New York. Now let us extend our sympathy to one more of our sister cities and weep with Boston.

The very old town by Massachusetts Bay has not a startling scandal in her municipal government, but it is nevertheless an irritating one. It appears her Aldermen are authorized by law to hire carriages and have the cost charged to the city treasury. Under that law the Aldermen have been riding with alarming frequency. The bills for the first seven months of the fiscal year have just been footed up and the amounts made public by the Auditor, and from them Boston learns that during the seven months her Aldermen have expended for carriage hire the sum of \$2181.50. That is a pretty big bill to pay for little more than half a year, and the taxpayers are calculating that if so many carriages were needed during the pleasant days of summer the expenses for the winter will be startling.

There are twelve Aldermen in the city government. One of them has turned in no bills at all for hack hire. One or two others have bills of less than \$500, but the average is much higher. Three of them exceed \$1000, and one has a bill for \$1366. Commenting upon the latter bill the Herald says: "What does this mean? At \$5 a hack that would supply him with hacks on 273 days—that is, he could have had one hack for every day of the seven months, including Sundays and holidays, and still have sixty days on which two carriages could be used at this rate. Reckoning the seven months as containing 213 days, and allowing thirty days for Sundays and holidays in this period, would make 180 business days. At \$5 a day for hacks this would mean an expenditure of \$900, and five members of the board have bills larger than that amount."

It is stated that the hire of carriages is authorized only for the "Committee on Public Improvements," but the committee includes the whole board. The vouchers show that none of the rides cost less than \$8, that amount being charged for rides within a radius of half a mile of the City Hall. Drives to distant parts of the city cost as much as \$15. When the Alderman who had the biggest bill was questioned he expressed surprise that his bills were not larger, "considering the amount of committee work" he had to do. Other Aldermen agreed with him in saying that an Alderman who has no bill for carriage hire must have neglected his committee work. Such is the trouble that disturbs the holiday season in Boston. There are some who call it a scandal. It would seem, in fact, to be cheaper for Boston to provide her Committee on Public Improvements with an automobile.

STRONG TIDES AND BREAKERS PREVENT LANDING OF CABLE



UNCLE SAM CASTS CABLE THAT WILL BRING HAWAII NEARER HOME.

SUDDEN STRAIGHTENING OF SLACK

Continued From Page 1, Column 4. The telegraph instrument was attached to the protruding end of the land cable, and Superintendent Storor knelt in the damp sand and ticked off a message to the New York office of the company that the protruding end of the line and slowly the stopping flag of red was hauled down from the signal staff on the beach and replaced with a blue starting flag. Five minutes later two boats put off from the beach to the tow line and slowly pulled shoreward. At the same time the life-saving crew of the Government station was ordered to launch its boat and pick up the line just beyond the breakers.

FIFTY THOUSAND PEOPLE GATHER

Continued From Page 1, Column 7. At 2 o'clock W. H. Fuller gave the word to the horses connected to tug at the rope. Owing to the strength of the tide considerable slack rope had been paid out and it was some time before all of it could be taken in. While the slack was being taken in the second accident of the eventful occasion occurred. The rope was pressing dangerously against a post. Mr. Mackay feared that the post would break and some of the people be injured by the rope, so he requested that the tow line be pulled away from the post. He himself caught hold of the rope to pull it back and many other prominent people went to his assistance. The rope was pulled back so that it resembled an armer's bow. While the people were still tugging it back from the post the horses were suddenly started up and the line sprang back to its original position with a snap.

CLARANCE MACKAY

Continued From Page 1, Column 7. The accident did not dampen the enthusiasm of the crowd, however. Hundreds of young men and school children caught hold of the huge line as it came dripping from the sea and assisted in pulling it shoreward. Even Mr. Mackay lent his help. In their eagerness to catch hold of the line a number of the boys got close to the water and were soured by the waves, but they did not seem to mind it much. Every one was anxious to have the end of the cable pulled ashore. At 2:25 o'clock the following message was received from the Silvertown: "Get twelve more horses and keep the cable going." This was, however, the last encouraging message that was received.

FRANTIC TEAM RUNS AWAY ON OCEAN BEACH

THOUSANDS witnessed an exciting scene at an early stage of the proceedings. The surfboat had been brought down to the edge of the beach to be launched for the purpose of taking to the shore the line that had been towed from the cable ship. To the farther or sea end of this line the ocean cable was fastened, to be pulled ashore when all was in readiness. The carriage upon which was the boat was drawn by a span of powerful and well-trained horses, accustomed to the performance of their duty at the beach's edge, a part of which is to launch the boat. To do this they run back up the beach, drawing taut the line that passes under the carriage and is fastened to the boat. When all was adjusted the signal was given by Captain George H. Varney, who was in the boat, to start the horses up the beach in the ordinary fashion, on the run. Surfman Kleiner had charge of the horses. At the word his steeds rushed over the sands of the beach as usual. Thousands of spectators had crowded down upon the beach and all the efforts that were made to drive them back were insufficient to restrain them within safe bounds.

The horses of the lifesaving service were headed off by the men, who could not be forced to turn to the north, toward the Cliff House and away from the terrified thousands, by the most frantic efforts of Surfman Kleiner. Thousands started back in fear and with shrieks that were made to drive them back, were insufficient to restrain them within safe bounds. The horses of the lifesaving service were headed off by the men, who could not be forced to turn to the north, toward the Cliff House and away from the terrified thousands, by the most frantic efforts of Surfman Kleiner. Thousands started back in fear and with shrieks that were made to drive them back, were insufficient to restrain them within safe bounds.

FRUITED STUFFED WITH APRICOTS

At this time just twenty-five fathoms of cable had been paid out. At 2:10 o'clock the tide turned and commenced to run out with great speed and strength. It then became apparent to the men aboard the Silvertown that work for the day was over. So strong was the current that it carried the cable with it. At 2:10 o'clock the crew of the Silvertown gave up the attempt. They sent the following message ashore: "Too much risk in passing cable to land. Coming in port." A few minutes later another message, which read as follows, was received: "Disconnect rope on shore when we tell you. We will take rope on board ship." At about 2:30 o'clock the rope was disconnected and soon after drawn aboard the ship. In answer to an inquiry from the shore as to what was the matter the crew of the Silvertown replied: "Back tide is too strong. Telephone Rosenfeld that we are going to return."