

**SAN FRANCISCO MARITIME NATIONAL HISTORIC PARK**  
**LIVING HISTORY PROGRAM**

7/11/06

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## **1. INTRODUCTION**

The following materials have been compiled to provide living history players at Hyde St. Pier with a brief overview of political and social life in the world, and more particularly, the United States and San Francisco, in 1901. They are intended to provide talking points for conversations with visitors, that are as relevant to us today as they were to citizens in 1901. They can be used as points of departure for wide ranging discussions that can bring the visitor with his sense of the present into contact with our own 1901 sense of the present.

All of the materials have been freely adapted, plagiarized if you will, from published sources, for inclusion into this manual. As such they may not be used for any other purpose than as background source material for the use of the living history players.

All players are invited to submit materials of their own choosing for inclusion into future editions of this 1901 overview.

## **2. LIVING HISTORY CHARTER established 9/21/05**

**This document is intended to stand as a statement of purpose and organization for the Living History Players of San Francisco National Maritime Historic Park. As such it may be amended from time to time, as circumstances dictate.**

*This charter was amended 4/3/06, incorporate a mechanism for allowing larger numbers of members' guests to participate, while adhering to the standards and principles already established. The amendments appear in italics below.*

### 1. MISSION:

We are an association of volunteers who function as historically costumed docents for SFMNHP to engage and educate visitors to the Park. Our intent is to act in first person as historical fictional characters, fulfilling roles unique to the year 1901, within the context of maritime environments as available on the historic ships belonging to the park.

### 2. CONTEXT:

Although the ships in the park operated at different times, the one year in which they all (with the exception of Hercules) could conceivably have moored at a single pier in San Francisco is considered to be 1901.

Historically in 1901, any number of people, representing a multitude of occupations, could have been present on Hyde St. Pier. The men could include seamen looking for a ship or already signed, officers, engineers, cooks and carpenters, union organizers, crimps and runners, stevedores, soldiers, reporters, warehousemen, preachers, gentlemen, individuals of any description as ferryboat passengers.

Women appearing on the pier might include wealthy matrons from Pacific Heights, shopgirls, nurses, sailors (there were indeed, though few, female ABs in 1901), ferryboat passengers of any persuasion. Ladies of the evening, though abundant only a few blocks away, would not have been permitted on the pier.

The activities of the denizens of the pier include demonstrations of various shipboard events natural to a ship in port, such as raising of sails to dry them, manning the pumps of a leaky vessel, loading cargo, ship maintenance, leisure activities during the dogwatch, a captain or a lady of the leisure class entertaining visitors, a shopgirl persuading her patrons to purchase a trinket to bring home.

Uniformed soldiers on leave stroll the boards. Gentlemen take in a breath of salt air. A fruit vendor sells apples from an improvised stand. Runners for the local crimps make small talk with unsuspecting rubes from the heartland. The recent

assassination of president McKinley, and the prospects for his successor Teddy Roosevelt provide heady topics between strangers.

As will be apparent, a detailed knowledge of maritime issues, or even San Francisco, 1901, is not to be expected of ALL the above possible characters.

The possibilities are endless.

### 3. BACKGROUND:

The Living History program at SFMNHP originated in 1993, under the direction of Walter Bank, as an adjunct to the docent program. Its current philosophies and outlook are directly descended from these early efforts, as initially outlined by Mr. Bank:

- “The Living history Program is designed to allow visitors to directly experience maritime life at the turn of the century by observing and engaging in conversations with our living history participants as they go about “living-out” a day from 1901. The ultimate aim is to turn all of the Park into a living history stage.”
- “The Living History actors must stay in their roles and cannot, and will not, answer questions concerning matters not relating to their roles.” (The Players understand that they must, from time to time, step out of their first-person roles in order to properly respond to visitors’ questions and needs).
- “Each of you will be developing a unique character from the early 1900’s. Your memories as characters from the early 1900’s should include knowledge from the preceding decades 1890’s, 1880’s, 1870’s.”

### 4. MEMBERSHIP:

The Living History Program originated as a way to bring history to life for the visitors to the park, through the words and actions of costumed docents, speaking in first person to transport the visitor back in time to 1901, and to make that year seem as current as today. This notion of first-person interaction is a vital facet of the living history program. Without it, the players are docents (a fine and respectable calling), but they are not characters from another era.

All who would like to participate are expected to endorse this concept wholeheartedly, and by such endorsement not only enliven the visitor’s day on the pier, but create a seamless alternate world wherein the Eureka has steam up and will depart momentarily, the Ark has but to be lowered into the water and towed to Belvedere, the Balclutha is waiting for her chartered cargo to be released (and the balance of a crew to be enticed to sign).

There are two levels of participation available. There are important distinctions which separate the two.

- A. Full Membership requires the following:
- Acceptance by the Park as a fully accredited docent having completed the docent training course provided.
  - A commitment to participate for the entire season comprised of the second Saturday of every month from March to December.
  - An ability to communicate with the public in first-person, historically accurate character.
  - The development and maintenance of a particular character, who will have a consistent appearance, function, and historically accurate means of interaction with the other members of the Program.
  - Detailed knowledge of the ship or station where the character normally resides, of maritime matters current in 1901, of the social and political life and mores of California and San Francisco in 1901.
- B. Associate Membership requires the following:
- A knowledge of political and social life and mores current in the United States in 1901.
  - An ability to communicate with the public in first-person, historically accurate character.
  - A willingness to join with us, for a day or for a limited number of Living History days, and share and help promote our goals of educating and entertaining guests of the Park.
- C. *Members' Guests may participate on an irregular basis, provided they meet the following requirements:*
- *Invited for specific programs, or to join on a probationary level, by an existing Full or Associate Member.*
  - *Able to demonstrate a desire to learn about, and communicate in first person, a knowledge of political and social life and mores current in the United States in 1901.*
  - *Members' Guests must be provided by their sponsoring Member with (a) a copy of this charter, (b) a copy of the 1901 Historical Notes, and must agree to abide by the terms of the charter, to work at developing a character using the Historical Notes, and to remain in company with, and under the direction of, their sponsoring member.*

Full members are just that, members of the SFMNHP, who share and promote its goals with an ongoing sense of commitment. We recognize that there is a vibrant community of living historians whose interests and eras may overlap with ours, and whose presence on the pier would do much to enliven our Living History program.

Living History players with an existing sense of historically accurate role-playing and costuming are welcome to join us at their leisure during our regularly-scheduled programs. As you will understand, all costumes must be approved by our costume coordinator for appropriateness to the year 1901. For those whose eras may not coincide, we have an abundance of male and female costumes in our locker. It is important to note that Associate participants must be experienced in living-history role playing, and possess a fund of knowledge of turn-of-the-century life. Full membership is available on completion of the regular docent training during the late winter, the creation of a character suitable to the program's purposes, and commitment to the regular schedule.

Players should cultivate one or more skill appropriate to the year 1901, whether it is a maritime skill such as canvaswork, navigation, or cooking, or a more personal activity such as knitting on the ferry, washing clothing with saltwater, or entertaining shipboard guests.

Players are expected to interact with visitors in a friendly and professional manner, to follow Park safety requirements, to care for props and costumes responsibly, and to continue to update their skills and knowledge.

As will also be readily understood, proper behavior and interaction with the public is of paramount importance, as is historically accurate personification. Those who do not adhere to these principles will be asked to leave.

All Full and Associate Members, and *Members' Guests*, are required to sign in with the Volunteer Office, and complete certain administrative forms (including an Agreement for Voluntary Services) there, before beginning any participation.

## 5. INDUCTION;

In order to participate in the Living History program, all players regardless of status are required to demonstrate a knowledge of political and social life and mores current in the United States in 1901, an ability to communicate with the public in first-person, historically accurate character, and willingness to join us in educating and entertaining guests of the Park.

In order to attain full membership, all incoming Players must complete the docent training provided by the Park, and an intensive participatory internship in company with one of the existing full members. This will provide, for those who have as yet little or no experience with the notion of Living History, hands-on experience to learn our processes and goals.

Associate membership is available to those who already have some experience as a costumed Living History player interacting with the public in first-person characterization. Experience in the period surrounding 1901, (including the last half of the nineteenth century which may be adaptable to include 1901), is

desirable, and a knowledge of appropriate history current to that year. Those with some limited expertise in these areas, who have demonstrated a strong desire to learn more, are invited to participate as silent Players always to remain in the company of a Full Member while learning. This is considered an informal training, and is not intended to replace docent training. The most desirable result will be that Associate Players go on to take the docent training, become Full Members, and the program grows into the mature and dynamic Living History to which it has always aspired.

*A Members' Guest may become an associate member simply by having attended four or more Living History programs, and demonstrated with the public a knowledge of 1901 history in a first-person character.*

Docent training is an intensive class held by the park, normally covering three consecutive weekends in late winter. It covers all aspects of the park and its assets, and provides training specific to interpretation. The Living History program is only one aspect of interpretation. Its unique formation involving costume and first-person interaction, is not really a part of the docent training, and is learned hands-on in company with established members.

All incoming members must fill out official forms and releases with the Park Volunteer Coordinator as a requirement to do volunteer work at Hyde St. Pier.

In addition, new members must fill out an application to the Living History program detailing their present living history experience, suitable costumes and props they may be able to provide, prior to an official invitation to participate. All props and costumes must be approved by the Costume Coordinator prior to display or use on Living History days. New members will be assigned to accompany a Full member until their capacities as Players have been fully demonstrated.

## 6. OFFICERS:

The Living History Players have been and will continue to be a loose-knit association of interested volunteers, each of whom takes individual responsibility for their activities and stations within the park, and as such have no great need of outside direction. There is, however, a need for at least three designated officers to oversee two very distinct responsibilities, which affect the group as a whole. These officers, who must be Full Members, may designate proxies to act in their behalf for official capacities, and such assistants as circumstances may require.

*These three officers are collectively known as the Steering Committee. Acting in committee, they may make any executive decisions deemed necessary for the overall maintenance and enhancement of the Living History Program.*

### A. General Coordinator:

- Official Liason to the Park and the Association

- Overall coordination events, scheduling
  - Induction of new members
  - Communications generally and individually to the members of the Living History Players
- B. Costume Coordinator:
- Monitor inventory of costumes in the locker
  - Track distribution of costume articles and props
  - Rule on appropriateness of costumes to the year 1901 of costumes provided privately by individual players
- C. Historian:
- Provide from existing resources a binder or series of binders illustrating 1901 lifestyles, mores, current events, and so on, for the use of all Players to enhance consistency within our visitor interactions.

### 3. Excerpt from “The Birth of the 20<sup>th</sup> Century” by Dan Rather

Among the more scintillating facets of the surface of life as reflected in the newspapers on January 1, 1900, the Indianapolis Journal recorded that "A. P. Hurst, a drygoods salesman from New York, interviewed at the Bates Hotel last night," assured the world that "The shirtwaist will be with us more than ever this summer. Women are wearing shirtwaists because they are comfortable, because they can be made to fit any form, and because they are mannish. Sleeves will be smaller, but still not tight.

"The shirtwaist," the confident Mr. Hurst assured a world too supine in its submission to the dogma that change is a cosmic law, "the shirtwaist has come to stay."

Concerning another institution there was an equally confident assertion of secure optimism as to the present and future state of trade. The advertisement of Budweiser--a name potent and far-flung in those days--took the form of a congratulatory telegram from the manufacturer:

*New Year Greeting, Important Telegram St. Louis Mo., Dec. 31, 1899. J. L. Bieler, Indianapolis, Ind. Prediction of our last year's message pale [sic] in the presence of our trade reports for 1899. We have reached the highest point in our history. Our motto "Nothing is too good for the American people" has found prompt and generous response. In return we send with a hearty goodwill our wishes for a Happy New Year.*

*Adolphus Busch, President, Anheuser-Busch Brewing Association.*

Liquor in various aspects occupied a good deal of the attention of the newspapers of January 1, 1900.

- The *Boston Transcript* sedately deplored the city's record of 26,000 drunks in a year, but believed that "an evil sure to exist under any circumstances can better be kept within bounds by restriction than by prohibition."
- The Raleigh, North Carolina, *News and Observer* reported the sudden death from impure whiskey of "eight prime young negroes"--a phrase recalling slavery. The *Wichita Beacon* recorded that burglars in Davidson's saloon had robbed the slot machine of \$8, but "did not disturb the stocks of liquor"--a discrimination which did not at that time necessarily reflect

extreme abstemiousness but which in 1925 would have been inexplicable on any commercial basis.

- In Utica, New York, a liquor-dealer offered through *The Press*, "rye, bourbon, and Canada malt whiskey, \$2 per gallon; strictly pure California wines, 75 cents per gallon."
- The Washington, Pennsylvania, *Reporter* carried the announcement that "A meeting is called for Tuesday evening, January 2, 1900, at 7:30 at the First Presbyterian Church, to consider the question of the organization of an Anti-Saloon League."

The *Omaha World-Herald* printed advertisements of "sugar, 4c. lb.; eggs, 14c. a dozen." The Williamsport, Pennsylvania, *Gazette and Bulletin*, "potatoes 35c. to 45c. a bushel, butter 24c. to 25c. a pound." The *Dallas News*, "top hogs \$4.15." Wheat was 70 cents a bushel; corn, 33 cents; Texas steers, \$4.25 a hundred.

The *Boston Herald*: "Boarders Wanted; turkey dinner, 20 cents; supper or breakfast, 15 cents." In the *Trenton Times*, the United States Hotel quoted rates of "\$1 per day; furnished rooms 50 cents--horse sheds for country shoppers." In the *Chicago Tribune*, Siegel, Cooper & Co. advertised: "Ladies' muslin nightgowns, 19c.; 50-inch all-wool sponged and shrunk French chevots, water and dust proof serges, all high-class fabrics, warranted for color and wear, 79c." In the same paper The Fair offered "women's shoes, worth \$3, for sale at \$1.97; misses' and children's shoes, \$1.19." In the Decatur, Illinois, *Review* was advertised: "A good well-made corset in long or short style, all sizes; our price, 50 cents." Gingham was 5 cents a yard; men's box-calf shoes \$2.50; "Stein-Bloch suits that were \$13 to \$17, now \$10"; men's suits that were \$8 to \$13, for \$5.50. "Ten dollar overcoats for six dollars."

In the *Los Angeles Express* an advertisement said: "Wanted, Jan. 8, lady cashier for store; salary \$8 a week; name 2 or 3 references." The *St. Louis Post-Dispatch* received within twenty-four hours 725 answers to an advertisement that had read:

Night Watchman Wanted--Must be fairly well educated, neat of appearance, able-bodied, and if necessary be ready to furnish bond; none but those who can show absolute proofs of their honesty and sobriety in all senses of the word need apply; hours, 6 to 6, Monday to Friday (off Saturday nights); 1 P.M. Sunday to 6 A.M. Monday; salary \$15 per week; state whether married or single and inclose references. Address in

own handwriting, H 789, *Post-Dispatch*.

In the *Chicago Tribune* a patent-medicine advertisement proclaimed: "General Joe Wheeler Praises Peruna." Similar testimonials were by three U.S. senators. One, from a senator from Mississippi, read: "For some time I have been a sufferer from catarrh in its most incipient stage. So much so that I became alarmed as to my general health. But hearing of Peruna as a good remedy, I gave it a fair trial, and soon began to improve. I take pleasure in recommending your great catarrh cure. Peruna is the best I have ever tried."

The *Duluth News-Tribune* advertised a brand of tobacco as "not made by a trust," a form of commendation frequent in trade slogans of that time of antimonopoly sentiment. The West Chester, Pennsylvania, *Local News* reflected the preammonia, preelectric method of storing up coolness for the summer: "Horace Sinclair and William Tanguy are filling their ice-houses to-day with six-inch ice from the Brandywine." A Trenton, New Jersey, store, daringly unconventional, advertised a skirt, specially made for skating, "short enough to avoid entanglement with the skates." The fashion notes of the *New Orleans Item* praised lightweight skirts, "as they can be gathered up in the hand and kept clear of muddy pavements."

The *Tacoma News-Tribune* described the preparations of many Tacomans to join the rush to the new Alaska goldfield, at Nome. The *Wichita Beacon* recorded a heated fight between those who wanted the proposed Arkansas River bridge wide enough to carry the streetcar tracks, and those who claimed the streetcars would frighten the horses. In all the advertising pages of the *Baltimore Sun* the word "automobile" did not appear, but there were columns of advertisements for broughams, rockaways, Germantowns, opera wagonettes, phaetons, buggies, runabouts, and tally-hos.

The Tulsa (then Indian Territory, now Oklahoma) *Democrat*, at the time a weekly, had no January 1 issue, but on January 7, 1900, it devoted itself to some self-congratulatory statistics. The population had reached 1,340; President Kurn of the Frisco Railroad was quoted as saying Tulsa had become the biggest point of traffic origin in the Territory; the carload business for the week was given as: "Receipts: 1 car bran; shipments: 2 cars hogs, 1 car sand, 1 car mules." In the world of matters less exclusively commercial, the *Democrat* chronicled the approaching nuptials of Mary, daughter of Chief Frank Corndropper, the ceremony to include a transfer of several hundred ponies to the bride's father by the bridegroom (who must be a full-blood).

There were but fifteen amendments in 1900, and the last had been passed in 1869.

In 1900, woman suffrage had only made a beginning, in four thinly peopled western states. A woman governor or a woman congressman was a humorous idea, far-fetched, to be sure, yet one out of which a particularly fertile humorist, on the stage or in the papers, could get much whimsical burlesque.

In 1900, "short-haired woman" was a phrase of jibing; women doctors were looked on partly with ridicule, partly with suspicion. Of prohibition and votes for women, the most conspicuous function was to provide material for newspaper jokes. Men who bought and sold lots were still real estate agents, not "realtors." Undertakers were undertakers, not having yet attained the frilled euphemism of "mortician." There were "star-routes" yet—rural free delivery had only just made a faint beginning; the parcel post was yet to wait thirteen years.

For the deforestation of the male countenance, the razor of our grandfathers was the exclusive means; men still knew the art of honing. The hairpin, as well as the horseshoe and the buggy, were the bases of established and, so far as anyone could foresee, permanent businesses. Ox teams could still be seen on country roads; horse-drawn streetcars in the cities.

Horses or mules for trucks were practically universal; livery stables were everywhere. The blacksmith beneath the spreading chestnut tree was a reality; neither the garage mechanic nor the chestnut blight had come to retire that scene to poetry. The hitching post had not been supplanted by the parking problem. Croquet had not given way to golf. "Boys in blue" had not yet passed into song. Army blue was not merely a sentimental memory, had not succumbed to the invasion of utilitarianism in olive green. G.A.R. were still potent letters.

In 1900, the Grand Army of the Republic was still a numerous body, high in the nation's sentiment, deferred to in politics, their annual national reunions and parades stirring events, and their local posts(\*) important in their communities. Among the older generation the memories and issues of the Civil War still had power to excite feeling, although the Spanish War, with its outpouring of a common national emotion against a foreign foe, had come close to completing the burial of the rancors of the War Between the States. Such terms as "Rebel," "Yank," and "damn Yankee," "Secesh" were still occasionally used, sometimes with a touch of ancient malice. A few politicians, chiefly older ones, still found or thought they found

potency in "waving the bloody shirt." Negro suffrage was still a living and, in some quarters, acrimonious issue.

In 1900, America presented to the eye the picture of a country that was still mostly frontier of one sort or another, the torn edges of civilizations, first contact with nature, man in his invasion of the primeval. There were some areas that retained the beauty of nature untouched: the Rocky Mountains, parts of the western plains where the railroads had not yet reached, and some bits of New England. There were other spots, comparatively few, chiefly the farming regions of eastern Pennsylvania, New York State, and New England, where beauty had come with the work of man—old farms with solid well-kept barns, many of heavy stone or brick; substantial houses with lawns shaded by evergreen trees that had been growing for more than a generation, fields kept clean to the fence corners—areas that to the eye and spirit gave satisfying suggestions of a settled order, traditions, crystallized ways of life, comfort, serenity, hereditary attachment to the local soil.

Only the eastern seaboard had the appearance of civilization having really established itself and attained permanence. From the Alleghenies to the Pacific Coast, the picture was mainly of a country still frontier and of a people still in flux: the Allegheny mountainsides scarred by the ax, cluttered with the rubbish of improvident lumbering, blackened with fire; mountain valleys disfigured with ugly coal-breakers, furnaces, and smokestacks; western Pennsylvania and eastern Ohio an eruption of ungainly wooden oil derricks; rivers muddied by the erosion from lands cleared of trees but not yet brought to grass, soiled with the sewage of raw new towns and factories; prairies furrowed with the first breaking of sod.

Nineteen hundred was in the flood tide of railroad-building: long fingers of fresh dirt pushing up and down the prairies, steam shovels digging into virgin land, rock-blasting on the mountainsides. On the prairie farms, sod houses were not unusual. Frequently there were no barns, or, if any, mere sheds. Straw was not even stacked but rotted in sodden piles. Villages were just past the early picturesqueness of two long lines of saloons and stores, but not yet arrived at the orderliness of established communities; houses were almost wholly frame, usually of one story, with a false top, and generally of a flimsy construction which suggested transiency; larger towns with a marble Carnegie Library at Second Street, and Indian tepees at Tenth. Even as to most of the cities, including the eastern ones, their outer edges were a kind of frontier, unfinished streets pushing out to the fields; sidewalks, where there were any, either of brick that loosened with

the first thaw or wood that rotted quickly; rapid growth leading to rapid change.

At the gates of the country, great masses of human raw materials were being dumped from immigrant ships. Slovenly immigrant trains tracked westward. Bands of unattached men, floating labor, moved about from the logging camps of the winter woods to harvest in the fields or to railroad-construction camps. Restless "sooners" wandered hungrily about to grab the last opportunities for free land.

## 4. Timeline

**1900:** Hurricane ravages Galveston, TX - 6,000 drowned.

May 1<sup>st</sup>—Scofield, Utah, explosion of blasting powder in a coal mine killed 200.

Jun 30<sup>th</sup>—Hoboken, NJ piers of North German Lloyd Steamship line burned, leaving 326 dead.

Eastman Kodak introduced the Brownie Box Camera, thus making amateur photography popular. Cost \$1.00 and a six-exposure roll of film was 15¢.

Sigmund Freud published *The Interpretation of Dreams*.

William McKinley elected for 2nd term as President.

Life expectancy at birth averaged 48 years for whites and 33 years for blacks.

Tiffany lamps, precursors of art nouveau, adorned posh homes that had electric lighting.

L. Frank Baum writes *The Wonderful Wizard of Oz*, an allegory of Populist politics.

Congress passes the Gold Standard Act; currency will be backed by gold reserves.

**1901:** As President McKinley began his 2nd term, he was shot fatally by anarchist Leon Czolgosz. Theodore Roosevelt was sworn in as his successor.

Norwegian Johan Vaaler patented the paper clip in the US.

Guglielmo Marconi of Italy, who in 1895 proved that radio signals could be sent without wires, sent the first radio signal across the Atlantic Ocean.

A new Alabama constitution, typical of the era, serves to disenfranchise blacks.

Carry A. Nation began her hatchet-wielding prohibition crusade.

## 5. Random Facts

Meat Prices	<u>1900</u>	<u>1999</u>
Spring Chicken	7¢ lb.	99¢ lb.
Beef	10¢ lb.	\$4.49 lb.
Sausage	12.5¢ lb.	\$2.32 lb.
Hens	7¢ lb.	99¢ lb.
Pork	10¢ lb.	89¢ lb.
Turkey	10¢ lb.	\$3.99 lb.
Veal	10¢ lb.	\$10.99 lb.
Bacon	12.5¢ lb.	\$2.69 lb.

As you can see some of the prices have risen dramatically, like veal, while others have only risen a little, like pork. Now here is a dinner menu from the 1900's.

### Dinner Menu

<u>Appetizers</u>	<u>Main Course</u>	<u>Vegetables</u>	<u>Dessert</u>
Half of a Cantaloupe 10¢	Channel Catfish 20¢	Corn on the Cob 10¢	Lemon Layer Cake 5¢
Sliced Orange 10¢	Pork Tenderloins 20¢	Buttered Beets 5¢	Ice Cream 10¢
Young Onions 5¢	Omelet with Jelly 15¢	Mashed Potatoes 5¢	Ice Cream and Cake 15¢
Sliced Tomatoes 10¢	Roast Pork with Applesauce 20¢	Pickled Beets 5¢	Raspberries and Cream 10¢
New Radishes 5¢	Chicken Fricassee 20¢	Cole Slaw 5¢	Rhubarb Pie 5¢
Sliced Cucumbers 10¢	Roast Beef 15¢	Salad 10¢	Green Apple Pie 5¢
<u>Soup</u>	Pork and Beans 15¢		<u>Drinks</u>
Old Fashion Navy Bean 10¢			Coffee 5¢
			Milk 5¢
			Tea 5¢
			Buttermilk 5¢

## Books

1901 The Wonderful Wizard of Oz by

L. Frank Baum - about a girl named Dorothy who has many adventures while she is searching for the wizard of Oz in a magical world.

1901 Up From Slavery by Booker T. Washington - the autobiography about the black slave who took a stand against slavery.

## **Sports**

In the 1900's football was popular at only a few Ivy League colleges, and basketball had yet to catch on. The upper class preferred expensive, show time sports like tennis, golf, horse racing, sailing, and polo. Baseball, however, was already America's most talked about sport and was fast on its way to becoming a national obsession. Amateur baseball teams had existed for decades. By the 1900's, every small town had a fiercely competitive league. Professional teams, meanwhile, had been around since 1880's began to really get popular.

The American league was established in 1900, to rival the National League to organize teams.

## 6. AMERICAN POLITICAL LIFE IN 1901

(condensed from *The Proud Tower* by Barbara Tuchman, 1994)

### AMERICAN EXPANSIONISM

In 1896, the presidential campaign roused the country to extremes of emotion and reciprocal hate. It was Silver against Gold, the people against the Interests, the farmer against the railroad operator, the little man against the banker, the speculator against the mortgage holder. Among the Republicans there was real fear that a Democratic victory would mean the overturn of the capitalist system. When McKinley won business settled back in its seat, reinforced in its rejection of social protest.

Hearst was helping to manufacture a war by horrendous stories of Spanish cruelties, Cuban heroism, and American destiny and duty. The victory of Japan over China in the east in their local war of 1895 caused a sudden recognition of Japan as a rising power, and gave rise to the phrase, "The Yellow peril."

Theodore Roosevelt, then thirty-eight, understood that America's destiny lay outward, and urgently felt the need of his country to equip itself for the role of greatness which the times were shaping. He believed that if he himself were appointed Assistant Secretary of the Navy, he could, through superior force of energy and ideas, take over that office. He was appointed April 5, 1897.

The long-thwarted annexation of Hawaii was revived. If he could have his way, they would be annexed "tomorrow" and Spain turned out of the West Indies and a half-dozen new battleships be built at once. In June 1897 a treaty of annexation was concluded with Hawaii. With regard to Cuba, the country was becoming increasingly excited. War was declared April 25, 1898. Within four days of Dewey's victory at Manila, Henry Cabot Lodge wrote, "We must on no account let the Islands go. The American flag is up and it must stay."

Theodore Roosevelt was at the front. Though he held a high and crucial office he had made up his mind in advance to give it up, if war came, for active service. "My power for good whatever it may be, would be gone if I didn't try to live up to the doctrines that I have tried to preach." Preliminary peace terms were signed August 12, 1898.

President McKinley, after soul-searching and prayer, had arrived at the decision that the Philippines must be kept. The islanders learned of the settlement in bitterness and anguish, many of them hardly able to believe that their liberators and allies had turned into a new set of conquerors. Without an organized army or modern weapons, they prepared to fight again.

The American public was not happy about the Philippine adventure and confused as to its duty. Democrats and populists especially had felt the war in Cuba to be in the cause of freedom. Now the war had turned into a matter of imposing sovereignty over an

unwilling people by right of conquest. To many the knowledge of American guns firing on Filipinos was painful. Military operations in the Philippines swelled in size and savagery. The longer the war continued, the louder and angrier grew the Anti-Imperialist voices.

As the war passed its first anniversary with American forces deeply extended, there was one event ahead that might yet bring it to an end: the coming Presidential election. McKinley represented the party of imperialism. Bryan was “the evil genius of the anti-Imperialist cause,” loathed for his radicalism.

The Republicans preferred to be called expansionists rather than imperialists. The most convinced and vocal champion of the far-flung role America was now playing was McKinley’s new vice-presidential nominee, Theodore Roosevelt. In the end, the American people approved by 53% the incumbents. Expansion and conquest were accepted, and the break with the American past confirmed. Still at war with the Philippines, America moved into the Twentieth Century.

Six months later came Czolgosz’s shot and McKinley’s place was taken by Roosevelt, “that damned cowboy.” It was an architect of the new age who now became its president at forty-three.

## THE ANARCHISTS AND ASSASSINATION OF WILLIAM McKINLEY

Anarchism was not a labor movement and was no more than one element in the general upheaval of the lower class. But anarchists saw in the struggles of labor the hot coals of revolution and hoped to blow them into flame. Men who were anarchists without knowing it stood on every street corner.

The poor lived in a society in which power, wealth and magnificent spending were never more opulent. These were the rulers and men of property whose immense possessions, it seemed, could only be explained as having been accumulated out of the pockets of the exploited masses. “What is property?” Asked Proudhon in a famous question and answered, “Property is theft.”

If in their economics the Anarchists were hazy, their hatred of the ruling class was strong and vibrant. They could hate but only a few were rebels. Most existed in apathy, stupefied by poverty. In the new period beginning in the nineties, the Anarchists’ aims, always idyllic, became even more utopian and their deeds less than ever connected with reality. Man’s progress toward perfection was being held back by “the inertia of those who have a vested interest in existing conditions.” “Progress needs a violent event “to hurl mankind out of its ruts into new roads.” The spirit of revolt must be awakened in the masses by repeated “propaganda of the deed.”

At an Anarchist Congress in Switzerland, Kropotkin specifically advocated propaganda of the deed. Though never recommending assassination in so many words, he continued

to urge a propaganda by “speech and written word, by dagger, gun, and dynamite.” The acts he loftily called for on paper were performed, but not by him.

The followers who were the body of the movement never formed a party but associated in small localized clubs and groups. The hatred for constituted society that seethed in the lower classes and the helplessness of society to defend itself from the attacks of the anarchists was becoming more and more apparent. In 1899 there were bread riots in Italy, with the cry that at last the revolution had come. The king was shot four times by an American laborer from New Jersey who stepped up to his carriage and fired at two yards’ distance, in an instance of “propaganda of the deed.”

In the United States the newspaper account of King Humbert’s assassination was read over and over again by a Polish-American named Leon Czolgosz. The clipping became a precious possession which he took to bed with him every night. He joined a workers’ circle where Socialism and Anarchism were among the topics discussed. “We discussed Presidents and that they were no good.”

At Buffalo September 6, 1901, in a receiving line at the Pan-American Exposition, he shot President McKinley, who died eight days later, to be succeeded by Theodore Roosevelt. “I killed President McKinley,” Czolgosz wrote in his confession, “because I done my duty. Because he was an enemy of the good working people.”

## THE PEACE MOVEMENT

Joy, hope, suspicion—above all, astonishment—were the world’s prevailing emotion when it learned on August 29, 1898, that the young Czar of Russia, Nicholas II, had issued a call to the nations to join a conference for the limitation of armaments. That the call should come from the mighty and expanding power whom the other nations feared and who was still regarded as semi-barbaric, was cause for wonderment liberally laced with distrust.

Fear of the swelling armaments industry was widespread. Each year one or another nation produced a new weapon more efficient in deadliness, which, when adopted by the armed forces of one power, immediately required a matching effort by its rival. Each year the cost mounted and the huge piles of weapons grew until it seemed they must burst in final, lethal explosion. The Czar’s manifesto called for a stop to this process.

The summons from such a source surpassed the wildest dreams of the friends of peace. Suspicion of Russia’s motive and cynical speculations were ample. Each group saw reflected in the Czar’s manifesto, as if in a magic mirror, the face of its particular opponent. To Germany it was obvious that England should consent to naval disarmament. The British saw the major problem in Germany’s naval ambitions. Many Europeans were convinced by the taking of the Philippines of the necessity of curbing American expansion. Socialists everywhere were convinced that whatever the Russian motive had been, it was not love of humanity.

The proposal for a peace conference was not the Czar's own idea. Its genesis lay in the simple condition that Russia was behind in the arms race and could not afford to catch up. If the Austrians could be persuaded to a ten-year moratorium on new guns, both countries would be spared the expense—and why not?

Public opinion was not all of a piece. The materialism of the time, the increasing ease, the power of money to substitute for muscle, produced in many a need for something nobler to be found in the prospect of danger and physical combat, in sacrifice, even death, on the battlefield. It was an ardor derived partly from ignorance of war and partly from the influence of Kipling and Henley. War was seen as a conflict in which the stronger and superior survived, thus advancing civilization. This was patriotism gone mad and represented a mood, not a people.

The Hague, as the capital of a small neutral country was selected as the site of the conference and May 18, 1899, was fixed as the opening day. Advance arrangements stirred up a number of old animosities and current quarrels. The choices reflected the ambivalence of the agenda, concerned on the one hand with peace by arbitration and on the other with rules for the conduct of war.

American instructions to the delegates began by rejecting the original purpose of the Conference. American arms at the time were below the level of the European powers. The delegates were to support efforts to make the laws of war more humane, and to propose a plan for arbitration. They were also to propose the immunity of private property from capture at sea.

For arbitration some hope sprouted, but for arms limitation, none. In the committee on limiting new weapons, the negative trend had become somewhat embarrassing. Unanimity was at last achieved on one topic, the launching of projectiles from balloons. As regards air warfare, most of the delegates were willing to agree and a permanent prohibition was voted. They were, of course, proposing to ban forever a weapon on which they had no experience.

Feeling themselves the cynosure of the world's hope, the delegates began to feel the stirring of a desire not to disappoint it. Some, affected by the coming together of so many nations, began to look ahead to "a federation of the nations of Europe. . . . That is the dream that begins to arise at The Hague."

Despite the progress, the German Naval Law of 1900, by providing for nineteen new battleships and twenty-three cruisers, made explicit Germany's challenge to British supremacy at sea and precipitated the abandonment of British isolation. It convinced Britain she needed friends. In 1901 the Hay-Pauncefote Treaty put a good bottom under relations with the United States.

People felt awe at the turn of the century, as if the hand of God were turning a page in human fate. “One knew all that the Nineteenth Century had carried away; one did not know what the Twentieth would bring.”

To begin with, it brought violence, in the Boxer Rebellion, in the Philippines, in South Africa, although the brawls were still on the periphery. There was also hope. The year 1900 conveyed a sense of forces and energy running away with the world. The International Exposition of 1900 covering 277 acres in the heart of Paris displayed the new century's energies to fifty million people.

## **7. Background on Teddy Roosevelt**

### **Setting the Stage**

As a New York State Assemblyman in the 1880s, Theodore Roosevelt fought to reform the political and social system that kept many people out of work or in poverty. As Governor of New York (1898-1900), Roosevelt continued to reform state politics and pressure businesses to improve pay and conditions for workers. He alienated many members of his own party with his reforms.

At the 1900 Republican National Convention, New York State Republicans nominated Roosevelt for Vice President in an effort to remove him from the Governor's office. Republicans from other states tried to block the nomination because they feared what would happen if Roosevelt became President. Even presidential nominee William McKinley hesitated to have Roosevelt on the ticket at first. Nonetheless, McKinley and Roosevelt won the election and took office in March 1901.

On May 20, 1901, Vice President Roosevelt officially opened the Pan-American Exposition in Buffalo, New York, a large fair that highlighted the technological advances of the day and celebrated the harmony among the nations of North, South, and Central America. While visiting the Expo in September, President William McKinley was shot by an assassin and died eight days later. Summoned to Buffalo from the Adirondack Mountains, Vice President Roosevelt arrived shortly after McKinley's death. Within hours, Roosevelt himself became the President of the United States. He took the oath of office in the home of his long-time friend, Ansley Wilcox.

### **Roosevelt's First Presidential Proclamation**

When Theodore Roosevelt took the oath of office in the library of Ansley Wilcox's home on September 14, 1901, most Americans remained in a state of shock and grief over the death of their beloved President. Some wondered and even worried about what type of president Roosevelt would make. Roosevelt took several steps to calm the fears of the nation and give comfort to mourners. Shortly before the inauguration he made a statement to those gathered in the library that the newspapers printed the following day.

“I shall take the oath at once in accord with the request of you members of the Cabinet, and in this hour of our deep and terrible national bereavement I wish to state that it shall be my aim to continue absolutely unbroken the policy of President McKinley for the peace, the prosperity and the honor of our beloved country.”

After the ceremony, the new President, Cabinet members, and several other advisors met in Ansley Wilcox's study to draft Roosevelt's first presidential proclamation. Filled with crossed out sentences and added words, the first draft clearly shows Roosevelt's apprehension. After rewriting the draft, he threw the original away and issued a typed copy to the press.:

**“By the President of the United States of America:**

A proclamation: First part. A terrible bereavement has befallen our people. The President of the United States has been struck down--a crime committed not only against the chief magistrate, but against every law-abiding and liberty-loving citizen.

President McKinley crowned a life of largest love for his fellow men, of most earnest endeavor for their welfare, by a death of Christian fortitude; and both the way in which he lived his life and the way in which in the supreme hour of trial he met his death WILL REMAIN FOREVER A PRECIOUS HERITAGE of our people.

It is meet that we as a nation express our abiding love and reverence for his life, our deep sorrow over his untimely death.

Now, therefore, I, Theodore Roosevelt, President of the United States, do appoint Thursday, September 19, the day in which the body of the dead President will be laid in its last earthly resting place, as a day of mourning and prayer throughout the United States. I earnestly recommend all the people to assemble on that day in their respective places of divine worship there to bow down in submission to the will of Almighty God, and to payout of full hearts their homage of love and reverence to the great and good President whose death has smitten the nation with bitter grief. In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.”

When Roosevelt began his presidency in September 1901, he faced an administration he did not choose and policies with which he did not necessarily agree. He asked McKinley's Cabinet to remain in office under his administration, but within a year several of it members had resigned.

Roosevelt also preached the message that all Americans, regardless of race, ethnicity or religion, had the right to an education and to gainful employment. Roosevelt, who had suffered health problems as a child, felt a special bond with children. As the father of six, he knew the importance of providing a healthy childhood and a good education. He was frustrated that he could not change the child labor laws himself. However, his outspoken and public stand on many issues helped initiate later efforts to change the laws concerning women's rights, African Americans' civil rights, and child labor..

Roosevelt not only challenged U.S. domestic policy, but also worked toward expanding the role of the United States in foreign affairs. Since his resignation as Assistant Secretary of the Navy in 1898 to fight in the Spanish-American War, Roosevelt desired to be at the forefront of world affairs. The presidency offered him the opportunity to see the United States become a world power. One world problem that interested Roosevelt was that naval and commercial ships had to travel around South America or Africa to get from one ocean to the other. Attempts had been made to build a canal through Central America, but nothing had been completed by the turn-of-the-20th-century.

## 8. SOME NOTES ON FERRYBOAT PASSENGERS

(adapted from *San Francisco Bay Ferryboats*, by George H. Harlan, 1967)

The commuter was an institution on the ferryboats. The term “commuter” was a title of honor bestowed upon the high castes of the employed in San Francisco. That one could work in one locality and afford to live in an exclusively residential area was a status symbol and the object of many Bay Area toilers who were charged with ambition.

The commuter was not an individual, but he was a member of a closely knit group which had traveled to and fro on the ferryboats for many years. He doggedly remained with his group, and it was beneath him to contemplate joining another commuter clique composed of his juniors in length of Bay travel. For the newcomer and the uninitiated into Bay commuting, it was hopeless to join in the old established clans; and it was not until his acquaintance with contemporaries permitted the neophyte to form his own clique, that his status would increase in dignity and prestige.

The die-hard not only had his own group with which to ride, but he also had his own seat aboard the boat. A newcomer dared not sit in that seat for it was as valuable to the veteran as a seat on the stock exchange. There might be times when it was necessary to substitute another ferry on the run for some reason and if the commuter’s regular seat was on the *Newark*, and he was forced to ride the *Oakland*, his day was so disrupted that he let the company know about it.

Many of the cliques played cards aboard the boats and continuing card games lasted for years without any indication that it was necessary to have a winner. The ferry companies provided large boards which were kept in wooden racks on both decks, with the inscription stenciled thereon, “Please return to rack when you are through.” The commuters themselves supplied the cards; there were cards for sale at the newsstands with the insignia of the Southern Pacific, the Key Route, and other lines with the company’s advertising on each pack.

It was not uncommon for a cattleman to deliver his stock to the San Francisco market by driving them to the nearest terminal, having made previous arrangements with the ferry company to accommodate his cargo. A certain portion of the lower deck would be roped off for the livestock. Most of the local ferrymen came from the Portuguese Azores, and those who did not choose the life of ranch and farm, frequently became mariners in the maritime tradition of their native land. Handling cattle was second nature to these deckhands.

On one occasion the deck crew had forgotten the precautions required to contain the bovine passengers, and the single rope intended for this purpose was no match for the animals. When the boat got into the middle of the bay, the cattle got loose, ventured onto the upper deck where they scattered the female passengers, stylishly dressed for San Francisco shopping and theater-going.

At Christmastime extra trips of the ferryboat were required to handle all the express and mail. All this was handled with apparent recklessness in unwieldy four-wheeled carts. One exception was the movement of the remains of the deceased, in the standard-appearing four-handled redwood shipping cases, one to an express cart. The cart in this case was handled individually about the boat by a quartet of deckhands who gently rolled their sacred cargo aboard and doffed their hats reverently before going about their other duties.

These express carts were pulled by horses quartered on board the boat. The most memorable of these faithful animals was "Old Dick," who was well known to the commuter as the horse who refused to leave the San Rafael when this vessel was sinking in 1901 under dramatic circumstances.

Indoors on the ferries there were all kinds of diversions for the convenience and amusement of the passengers. The most frequently patronized of these enterprises was the restaurant often a concession not under the management of the ferry company. The chefs were as well-trained in the culinary art as any on the Bay, and their menus featured three dishes in particular: "Key Route Corned Beef Hash," a very succulent rendition of this all-time favorite dish; "Key Route Apple Pie," which knew no peer when served with a scoop of vanilla ice cream, and "Key Route Coffee." A blend specially packed, with a flavor that couldn't be matched elsewhere.

The more palatial boats were outfitted with bars which served wines, beer and hard liquors. Jim McCue of Corte Madera, a passenger on the San Rafael on her ill-fated journey of November 30, 1901, was in the restaurant on the boat when the collision occurred. A timber unseated by the blow struck by the steamer Sausalito fell so close to Jim's head that it took off one of his ears. During the course of litigation, McCue was heard to say that if he had been in the bar where he belonged, the incident would never have happened. One of the owners of the Monticello Steamship Company stated that the bar had been a top money-maker for years, and as a matter of fact it was from the profit of this facility that the Company weathered the early financial storms which plagued their operation.

A bootblack stand adapted itself well to the boats, and served to accommodate the frustrated passenger whose boat had commence loading before his turn had come at the Ferry Building bootblack parlors. These were manned by one or two bootblacks on two shifts, who became more proficient at putting a gloss on a pair of shoes than their landlubber brothers who were blessed with more time to pursue their customers' desires. The polish was applied deftly by hand, seams and sole tops were the only parts touched by applicators, and an overall brushing followed by the lambskin finish shine, all with vigorous strokes, topped the performance. These men were tipped well, and had their regular customers.

Concessionaires maintained newsstands on board the ferries with every magazine imaginable, comic books, crossword puzzle books, and a host of other commodities to distribute. The shelves were filled with candy bars and peanuts, cigarettes, cigars, and

pipes, and a delicacy repeated over and over again in the raucous voice of the news-butcher, “Popcorn-a-nickel-five-cents.”

On some of the boats, an old blind man used to sell lavender, by going through the upper deck cabin at the beginning of the journey and passing out his wares, recovering either the lavender or the price in a collection just before the boat docked.

The Christmas was always a joyous time for ferrymen, commuters and shoppers alike who found the Yuletide spirit present in every nook and cranny of the ferryboat. South Pacific Coast ferries were decorated in greens and Christmas trees from the Santa Cruz Mountains. The Southern Pacific boats received their decorative material from the timber forests of Cisco Grove, and the Northwestern Pacific boats were decked out in the distinctive attire appropriate to the “Redwood Empire Route” with greens from the coast redwoods of the Eel River Canyon.

All hands turned to making garlands, wreaths and other items of décor to enhance the appearance of each boat, and in the spirit of competition each crew tried to outdo the others in festooning the hurricane deck, the paddle boxes, the upper deck rails and posts, and the stanchions of the main deck.

The ferry companies themselves generally had a token gift to present to the commuters on the morning boats, such as commutation book cases or holders for coins. During these festivities would appear Santa Claus, often a robust deck hand who had been a favorite with commuters throughout the year.

To the fortunate commuter or occasional traveler, who might be returning from the theater late at night an aria from the “Caruso of the Ferries” might be his reward. Commuters on all routes all claimed at one time or another to have heard this magnificent voice coming from a stocky man standing fire watch on the lower deck with an extinguisher in a canvas bag over his shoulder; it may be assume that more than one ferry deck hand earned this legendary title.

The care and pride of the ferry captain is in marked contrast with the reckless practices which characterized the early days of steamboating. Just as the Mississippi enjoyed its races to Natchez in the infancies of river travel, so did San Francisco see steamboat racing between rival lines back in the days when the river boat conquered the Bay. Such queens as the *Chrysopolis* and the *Capitol* could put on the speed when the spirit moved them, and bets were placed in the cabin among the gentlemen present.

One company expressed its view on racing by issuing an edict that all ferry captains caught indulging therein would be fined five demerits, and all captains losing to the boat of the rival concern would be fined *ten!* No ferryman ever admitted to racing, but there were some remarkable times clocked on the Bay. The engineers would give the piston a boost on every stroke with a slight advance of the admission of steam by using the hand lever meant for starting the engine.

One beautiful Easter Sunday morning, the *Tamalpais* was steaming across the Golden Gate on its ten o'clock trip. Enjoying the bright sun and the breeze on the upper afterdeck was a happy holiday crowd with the ladies attired in their finest new hats and bright spring dresses. Suddenly a black cloud of soot and cinders issued from the stack and was tossed by a down wind on top of the resplendent crowd.

This was the unfortunate result of one of the necessary evils of steamboat operation, the periodic requirement to clean the boiler tubes while under way, accomplished by throwing a scoop of sand into the firebox. The incident on the *Tamalpais* was a necessary operation at the wrong time. Needless to say, tubes were blown at night thereafter and the Northwestern Pacific bought 73 new Easter outfits.

The ferryboat officers on the passenger boats were always decked out in neat blue serge uniforms trimmed in gold, which closely resembled the current naval officers' uniforms. The officers' uniform stands out in a crowd so that there is no question as to who is in charge and who is to give orders.

## 9. TWO MAJOR SHIPWRECKS ON THE BAY, 1901

### WRECK OF THE RIO DE JANEIRO, SAN FRANCISCO 2/22/1901

It was a day like most others for Bakers Beach life station attendant Mark Ellington. His shift started that morning at 4 am. Ellington busied himself with his daily chores and sipped a steaming cup of black coffee, the sounds of the sea and the yelling he heard faintly in the distance he attributed to the sounds he heard nearly every day from the local fisherman setting out early to do their days work. Shortly after 5 am the fog settled in and Ellington still went about his busy work not paying attention to the bay so socked in with fog that visibility had dropped to under fifty yards. He heard a ships fog horn shriek out. His ears perked up for a moment as he heard another and another. He stopped what he was doing for a second and as the strangled last blast from the steam whistle seemed to belch its farewells, Ellington shrugged his shoulders and went back to polishing brass. The whistles were then silent. The rest of the morning until it was nearly time for Ellington to be relieved was uneventful.

At 7:20 am a very excited Italian fisherman rushed into the station house yelling for help. The Italian kept shouting and pointing out towards the bay, he seemed to be shouting that a ship had gone down and many people were drowning. Ellington looked out towards the bay and saw a lifeboat jammed with 81 people coming his way. He immediately sounded the alarm and after getting the badly shaken survivors into the station, the stations' lifeboats and two tugs were launched. At this time the ebb tide was running very strongly. The lifeboats reached the disaster site in less than ten minutes and though they combed the entire area, no other survivors were found.

The City of Rio de Janeiro was an American passenger steamer belonging to the Pacific Mail Fleet. She was on the last leg of her journey to San Francisco from the far away port of Hong Kong. Many ships laden with valuable cargoes from the Orient sailed into her harbors. The Rio stopped shortly in Honolulu on its voyage and it was here that people first reported seeing Chinese silver on board the ship. Whether it is true or not we may never know for sure. The manifests say no. Onlookers say yes, as do the treasure hunters that to this day still search for the Rio's wreckage.

The Captain of the Rio was a man named William Ward. They had sailed with a crew that was mostly Chinese. Of the 84 crewmen only two spoke English and Chinese. During the long voyage orders were given by using signs and signals and it seemed to work fairly well. It was known that the ships equipment and lifeboat launching apparatus were in good working order and should have been able to be lowered in less than five minutes. One of these crewmen was caught breaking into a cabin and accosting two female passengers. He was chained below deck for 18 weeks prior to the wreck. The whole time he shouted and cursed at the crew and passengers of the Rio. He promised that everyone aboard would rot on the bottom. He was almost right, for in the early morning hours of February 22, 1901, all but for 81 people went to their graves.

It was 5 am on Feb. 22, 1901 that the ships pilot Frederick Jordan blew the whistle that

notified the lookout on Point Lobo, John Hyslop, that the ship was ready to make its way through the narrow entrance into the harbor. Jordan had sailed through the area many times. The lookout called over to the merchants Exchange and notified them to make ready for the unloading of passengers and cargo. Meiggs Wharf was the Rio's destination. It was only five miles away. Immigration officials made ready their lengthy forms. As the Rio rounded the point towards Bakers Beach the fog which had been almost nonexistent till now, crept in around them. The pilot sounded the ships horn.

Suddenly the smooth watery world of the Rio was met by the rocky underworld of Fort Point. A submerged rock had ripped the underside of the ship. As the ship grinded to a halt everything else smashed forward into whatever was closest. Passengers tangled in bed sheets crashed into walls, deckhands flew from one end of a hallway to another, china and glassware fell in shattered heaps and threw all this the deck hands below watched with horror as the Pacific Ocean poured into their engine room.

Captain ward issued orders calmly to try to prevent panic from setting in. The lights flickered out as the power sources went dead. Using lanterns the stewards went below to warn passengers and to get them up to the lifeboats. Many of the passengers stubbornly stayed in their cabins gathering valuables. The passengers failed to realize the gravity of the situation.

Of the 11 lifeboats only three managed to get lowered and two of those, lowered improperly were submerged. One boat got off. The bow of the Rio went under and eight minutes later she leaned to starboard, rolled over and sank to the ocean floor. The boilers exploded below and debris started popping up everywhere. Luggage, sofas, chairs, and clothes littered the ocean. The ebb tide started sweeping everything in its path to the open sea. People desperately tried to swim, but in the fog many simply swam the wrong way and drowned. A number of Italian fishermen in the area hearing the ships calls, came through the fog and assisted in minimizing the death toll. 131 died that morning. The masts of the City of Rio de Janeiro stuck out from the murky waters for a while but by the time divers were readied for salvaging the spars had disappeared.

## **THE WRECK OF THE FERRY SAN RAFAEL 11/30/1901**

*by Alan Barbier, From the Marin County Historical Society Bulletin, December 1991*

On a cold Saturday evening, November 30, 1901, the ferry *San Rafael* was preparing to make its 6:15 trip from San Francisco to Sausalito. A few minutes earlier, the ferry *Sausalito* had left its slip in Sausalito for San Francisco. There was a heavy crowd aboard the *San Rafael*, many were children who had been to matinees in San Francisco with their parents and were returning home. This would have been another routine crossings in its long history of service, had it not been for a dense fog that had formed on the Bay.

As the passengers boarded the *San Rafael* the gate agent told the passengers that fog was delaying the departure. At 6:20 or 6:25 the ferry backed out of the slip, turned around and entered the impenetrable fog as it moved forward under a slow bell. In less than forty-five minutes the *San Rafael* would be resting at the bottom of the Bay.

**John McKenzie, Captain of the *San Rafael*:**

"After turning around I shaped my course for Alcatraz. The fog was the thickest I have seen on the Bay for many years. I ran along on a slow bell and passed a tug to the port shortly after leaving the slip. After steaming along a few minutes, I picked up the bell off the end of Lombard Street. It was then about 6:30 o'clock or thereabouts. As soon as I got bearings from the bell, I shaped my usual course for Alcatraz, running along under slow bell. My lookout, C. H. Johnson, the second mate, was peering into the dense fog at the bow and my first mate, Charles Johnson, was with me in the pilot house."

The *San Rafael's* upper and lower decks were filled by the Saturday crowd. Some sat down to play a game of cards, some read, others rested or ordered cocktails or dinner in the restaurant. Due to the heavy fog, the conditions of the crossing were far from routine and several passengers later reported that because of the fog they were nervous and passengers were talking about the danger of a collision.

Hampered by the fog, the ferries approached one another, as the captains navigated by the compass, and established their positions from bells sounding from known points on shore, fog signals and lookouts. The captains were aware of the timetable of the other ferry's departure and knew that at some point they would have to cross the path of the other ship.

**John McKenzie, Captain of the *San Rafael*:**

"We had to be guided almost entirely in our effort to pass the *Sausalito* safely by the fog signals ... the *San Rafael* was right on course and should have passed the *Sausalito* safely ... As a signal to the *Sausalito* and other bay craft we kept our fog signal going from the moment we left the slip. This signal consists of repeated blasts of the whistle."

The two boats approached one another at a slow speed and sounded long, regular blasts of their fog horns. Many passengers commented on the unusual signaling activity.

**Mr. Ed Thomas, Passenger on the *Sausalito*:**

"The fog was so thick that you could scarcely see the lookout on our boat let alone the *San Rafael* in front of us."

From the exchange of fog signals, each captain knew that the other vessel was very close. The *San Rafael* stopped and then reversed its engines. In the last moment the *Sausalito* reversed its engines just as the *San Rafael* was being pulled broadside to the path of the *Sausalito* by the outgoing tide. For a brief moment their approaching outlines became visible through the fog, but it was already too late to avoid collision.

With the engine of the *Sausalito* reversed the momentum carried the ship forward slicing into the starboard of the *San Rafael*. The collision was not bow on bow or a glancing blow, but a direct impact of the *Sausalito's* bow almost squarely into the starboard side of the *San Rafael*.

**John McKenzie, Captain of the *San Rafael*:**

"While we were backing I suddenly saw the dim outline of the *Sausalito*'s lights steaming head-on under a slow bell toward my boat. She was scarcely a boat's length away when I first saw her. The *Sausalito* crashed in the *San Rafael* just a little forward of amidships, where the restaurant is situated. It was quite a crash, but at the time I did not think it was serious enough to sink her."

The *Sausalito* struck the *San Rafael* on the starboard side, smashing through paddle box and driving its bow into the dining room. Some passengers who were eating at the coffee counter or at the tables were knocked from their seats injured by the explosion like shower of splintering lumber. The cook and waiter who were in the restaurant were both knocked to the floor and covered with debris. Portions of the paddle wheel were thrown onto the dining room floor.

**Mr. T.J. Lennon, Passenger on the *San Rafael*:**

"I had just finished my steak when the crash came. The *Sausalito* actually forced her bow right into the restaurant where we were seated. I was pinioned down for a few moments but eventually was able to release myself. Jim McCue, however was in bad shape: he had one of his ears nearly cut off and one of his arms broken. I ran out of the restaurant and secured a life preserver. I tried to fasten it around me, but it was too tight. I ran upstairs and found my sister-in-law and gave her a life preserver. I said I would lower the young lady into the boat. He said that there was not time and she must jump, so I threw her down into the boat, which was shoved away from the side of the *San Rafael*.

"Soon afterward the *Sausalito* seemed to bump into us, or else the *San Rafael* was sinking and she was swaying against the *Sausalito*. The next thing that I knew was that the bow of the *Sausalito* was jamming against us. I heard a scream and I saw that a young man was wedged in against the bow of the *Sausalito*. At the same time a young lady screamed and said that her arm was broken. I thought that I was getting too warm and knowing that the *San Rafael* was sinking I jumped overboard. I was always curious to find out if a man could swim with his cloths on and I found that they were no hindrance to me at all. I swam around from boat to boat, but was afraid to attempt to get into them, as I feared that I would turn them over. I eventually was hauled into a boat by Mike Hynes of San Rafael, as I was in an exhausted condition."

The impact of the *Sausalito* set off a scene of tremendous confusion and instances of panic as passengers tried to escape the sinking vessel. The passengers in the restaurant took the worst of the impact as the bow of the *Sausalito* penetrated the restaurant about ten feet. The impact knocked James McCue across the room breaking his arm and nearly severing his ear. The waiter, George Crandall, was struck in the chest by a beam and severely injured. A half dozen other diners were thrown from their seats and pinned by overturned tables and cut by the splintered timbers. Immediately, there was a rush to get out of the saloons and to put on life preservers.

The *Sausalito* pulled away from the point of impact and came along side of the *San Rafael* and a line was passed to prevent the two vessels from drifting apart. This action probably did more to save lives than all the other actions that evening. Some reports state that a plank was put in place between the boats and passengers were soon using it to evacuate to the *Sausalito*. This single plank could not accommodate the rush of passengers who all wanted to get off at once. A second escape route was created when windows in the saloons were broken out by passengers and crew and people began to leap across to the *Sausalito*.

**James McCue, Passenger on the *San Rafael*:**

“When the crash came I was sent spinning across the place. I found myself in a corner with my arm broken and my ear hanging down the side of my face. When I recovered from the shock [I] realized that something serious had happened and that the boat was going to sink. I found everything in confusion and everybody struggling to get inside of life preservers. I pulled off my coat and threw it away. There was \$400 in greenbacks in the breast pocket, which I meant to transfer to my pantaloons, but forgot in the rush for a jumping off place. I found myself on the upper deck and just before the steamer sank I leaped into the water. I managed to swim around until I caught hold of a line, to which I hung with my left hand for nearly a quarter of an hour before I was picked up”

**John McKenzie, Captain of the *San Rafael*:**

"I can say that as quickly as the thing could be done, we had the two boats lashed together to facilitate the transferring of passengers from the sinking *San Rafael* to the *Sausalito* ... You must consider that intense excitement prevailed among the passengers while the panic that prevailed in the main cabin where the women and children were running around in circles screaming and frantic made it difficult for the steamer's officers to carry out any orderly plans ....

As the steamer sank she listed to the starboard and in going down her forward mast nearly smashed one of the lifeboats that was lying 'longside the *Sausalito*. I was the last man to leave the *San Rafael* and when I left the sinking steamer there was not a living soul aboard...."

**Mr. Peter E. Nagle, Passenger on the *San Rafael*:**

"I was on the *San Rafael* and was resting quietly on the upper deck when, all of a sudden, I heard a crash that fairly scared the life out of me. I walked downstairs, but did not notice anything particular was strange. In a minute, however, everyone was running about as if crazy. Several men who were in the kitchen were rushing out, their faces all covered with blood. Women were running, children were crying and men were becoming desperate”

Most of the passengers were able to make a dry escape from the *San Rafael* by crossing over to the *Sausalito*. However, as the *San Rafael* settled, the dynamics of escape changed as its position aside the *Sausalito* became lower. As the minutes passed, escape from the *San Rafael*'s main deck across to the *Sausalito* was cut off and passengers were forced to scramble to the ship's roof. Many of the passengers jumped or fell overboard

and by the time the *San Rafael* had sunk, many were struggling in the cold water. Estimates of the number of passengers in the water ranged from 40 to 60. Lifeboats from both ships were lowered and many were picked up from them or were hauled aboard the *Sausalito* when ropes were lowered to them. One of the lifeboats capsized spilling a dozen passengers into the Bay. Those spilled into the Bay were forced to cling to the overturned boat for nearly thirty minutes until their cries were heard and they were rescued.

**Lawrence Schell, Passenger on the *San Rafael*:**

“We left the San Francisco side of the Bay and had been moving for about thirty minutes when the collision occurred. I went from the cabin to the deck to see how thick the fog was. At that time the *San Rafael* was blowing her fog horn pretty frequently. I next went to where the engines were working and I watched there for five minutes, when the bell rang for the steamer to back. The *San Rafael* stopped for about two seconds and then the bell rang again to go ahead. She had not advanced for two seconds when the crash came. Windows were breaking and timber flying, but the engineer stood by his lever.

“The lever struck the engineer on the side of the face and he bled profusely. One man came along and tied a handkerchief around the engineer's head to check the bleeding. I looked for my baggage —I had a gun and two parcels—and then I rushed to a deckhand to find out if the boat was sinking. He said it was. I quickly grabbed the first life preserver I could find, put it around my body and went to look around.

“A man hailed me saying, 'She won't go down for an hour yet.' I rushed to the back of the boat, where the *Sausalito* was tied to the *San Rafael*, but when I got there, I could not see, with the excitement. One man called out, 'You lobsters, keep back and leave the women go ahead!' I stood there for five minutes and a fellow shouted, 'Go up on the deck and get on the *Sausalito*!', so I went upstairs and got on the side of the boat where the water was up rushing the deck I stood there for about ten minutes, watching people getting on board the *Sausalito* from the upper deck.

“The boat was then clearly sinking. A rope was tied from the *Sausalito* to the *San Rafael* and I climbed up on it to the *Sausalito*. I had great trouble, but a man pulled me up and said: 'You're safe.'”

**The San Francisco Chronicle:**

"At the height of the panic the nerve of the officers and the coolness of some passengers came to the rescue. The frightened women were calmed, and the men from both boats began to pass them over the rails to the opposite deck. The rush at the doors blocked all entrances, and men threw themselves against windows and frames, breaking them and letting out the imprisoned women and children. A score of men, working like heroes, dragged them over the rails into safety.

Then, when order was coming out of chaos, it was seen that the *San Rafael* was settling rapidly, The water rose to the rail, submerged the lower deck, and slopped over the cabin floors. Working ankle deep in water, the rescuers dragged the last of their charges out to

the cabin roof. The panic was almost over now, and the heroes, though working like madmen, were perfectly cool....

Lower sank the doomed boat, and it became impossible to reach the lowest rails of the *Sausalito* from the very highest cabin of the *San Rafael*. The men and women remaining on deck were lashed to ropes passed over the rails and dragged up in such feverish haste that many of them were injured in scraping over the rail. Others, lashing themselves to life preservers, jumped into the strong current. Two boats had been launched by the cool heads among the crew, and these loaded themselves to the bulwarks with the struggling people in the water. Two more boats from the *Sausalito* aided in the work of rescue.

Captain McKenzie, standing by his duty to the last, stayed with his boat until the moment she sank. He saw most, if not all, of her human freight carried to safety, and then jumped for his life. The steamer had been about twenty minutes in sinking; in the last ten minutes her lights had been out, and she finished her career in total darkness, which may have hidden some who would otherwise have been discovered and taken off. As it is, no one could say last night for a certainty whether the dead are three or thirty.

At the same time the engines of the *Sausalito* had been stopped, and she was broadside on to the treacherous current. When the last boat was unloaded on her decks, the fog lifted a little and a light showed to the south close abeam. At that moment the tug *Sea King* loomed up through the dense fog. "Where are we?" yelled the captain of the ferry from the bridge.

'Off the Presidio light heading out to sea,' came the answer.

The *Sausalito* put about and under her own steam felt her way through the fog to her own slip."

The *Sausalito* reached San Francisco about 9:00 P.M., two hours late. Many of the passengers of the *San Rafael* set foot on the San Francisco dock showing the evidence of their ordeal.

The initial reports of the number victims varied widely. First reports to reach San Francisco said 20 were drowned and then 100. Many of the passengers gave accounts of seeing dozens go down with the ship or of seeing passengers being carried away by the out-going tide. Not until the following day, after the survivors managed to reach their homes to be counted, was it possible to determine the number of those injured and lost.

The following were lost:

Cyrus A. Walker, of Ross Station – Age 5.

George Treadway, of Sausalito – Age 55.

William G. Crandall, of Sausalito – Age 55.

Alexander Hall, of Sacramento County – Age 40.

Josephine Smith, of San Rafael – Missing.

Dick, the Freight Horse.

The following morning the fog lifted slightly as launches cruised the Bay in search of bodies or survivors. Two life boats were found drifting, one off Point Bonita and one off the Union Street Wharf. In the latter were found a pair of woman's gloves, two bonnets and a pair of garters.

**The San Francisco Call:**

"Throughout Marin County yesterday there was a feeling of unrest. The telegraph and telephone operators had more than their share of work. From one end of the county to the other inquiries were made all day long. Information was sought from police officers, (the) morgue and private citizens. To all the small loss of life is looked upon as a miracle."

The damage to the *Sausalito* consisted of battered woodwork and a smashed rudder. Since the boat was two ended, with a rudder at each end, it was able to resume service the day after the collision.

There was a great deal of conjecture concerning the exact resting place of the sunken ferry. Within a few days, a salvage team was attempting to locate the wreck with grappling hooks. On December 14, a diver descended 102 feet in a strong current and succeeded in reaching the *San Rafael*. He reported that the ferry was resting on its side with the bow pointed up the Bay. Divers placed cables around the hull and used two tugs to pull it to 16 fathoms. However, a few days later, the owners elected not to proceed with the salvage effort and the wreck was abandoned.

The focus of interest lay in the determination of blame for the collision. The authority of investigation was the Federal Board of Hulls and Boilers, Inspectors Bolles and Bulger presiding.

The hearing began on Friday December 6th. Each captain provided his account of the accident to the inspectors. The captains were closely questioned about the sequence of the signals given, the ship's speed and direction. The investigation focused, in particular, on what fog signals were given prior to the collision.

Within a few days the inspectors released their findings. They concluded that both Captain McKenzie and Captain Tribble were guilty of negligence and were equally responsible for the collision due to their giving a passing signal before knowing they were in fact clear. As punishment, Captain McKenzie's license was revoked—it was due to expire on January 2nd 1902—and Captain Tribble's license was suspended for thirty days.

*(This article is extracted from a manuscript to be published in book form in 1992 under the same title by Alan Barbier. Ed.)*

## **10. 1901 GENERAL STRIKE ON SAN FRANCISCO'S WATERFRONT** (adapted from research by Larry Shoup 2001)

On July 30, 1901, the City Front Federation--representing 15,000 men from fourteen San Francisco waterfront unions--walked off the job in what was up to that point in time, the largest strike in California history. By the time the strike was settled, labor had gained a critical foothold in the battle for decent wages and working conditions in San Francisco.

### **Unions**

The latter years of the 19th century were turbulent ones for labor; pushed by low wages and long working hours unions were formed--only to be subsequently weakened by employer organizations.

Economic slowdowns towards the end of the 19th century also made it difficult to organize. The economic upturn of the 1890's made organizing labor once again feasible.

In August of 1900, a group of San Francisco team drivers met and formed the Teamsters' Union. Low pay and long hours drove them to organize: the 50 drivers of horse teams at the time worked more than 12 hours a day (often 18), 7 days a week for ridiculously low wages (\$3.50 to \$16 a week).

### **Hauling**

On Labor day in 1900 McNab and Smith, one of the leading draying firms, tried to break the Teamsters by firing drivers who refused to quit the union. Almost 100 men walked out. The strike was settled the next day. Their confidence in the union bolstered by this good fortune, 1200 men joined the union within a few weeks. This led to the Drayman's association drawing up a formal agreement with the union. Workers got a 12 hour day and overtime pay for excess hours and Sundays. In return the union men wouldn't work for lower wages or for any firm which refused to join the association.

From this point the Sailor's Union of the Pacific and several longshoremen's unions established a policy of mutual assistance with the Teamsters that evolved into the City Front Federation in early 1901.

On the other side of the coin, capitalist leaders formed the Employers Association, a secretive organization of business elite which would serve as the guiding antiunion body.

### **Hot Cargo**

The spark for the strike? The baggage of a religious group arriving in San Francisco for a convention to be handled by Morton Special Delivery. The owner, Henry Morton, a vigorous opponent of the Union, had subcontracted part of the job to a union firm. The Teamsters, whose contract with the Draymen's Association specified that union drivers were to reject any employment by nonunion firms, refused to handle the baggage.

Meanwhile, the Employer's Association held some talks with the Draymen's Association. Soon afterwards the Draymen's Association laid down the law with the Teamsters: their contract would be null and void if they didn't handle the "hot cargo."

The Teamsters refused. Within a few days almost 1,000 men had been dismissed from their jobs.

The Coast Seamen's Journal of July 24, 1901 didn't mince words:

At this juncture the Employers' Association showed its hand in the matter. The Draymen's Association, against its will, as it appears, had been forced into the secret order of industrial assassins, and acting upon the mandate of that body the Draymen notified their employees that they must either "quit the union or quit their jobs." This was a deliberate challenge of the Teamsters' right to maintain their organization; it was a challenge dictated in the spirit that has all along characterized the Employers' Association and its predecessors--the spirit of war and destruction to trade-unionism...Should the trouble spread, as it undoubtedly will if the Employers' Association has its will...the result to this city and port may be better imagined than described.

By July Mayor James Phelan's administration had joined the fray on the side of the Employers' Association. Over half the city's police force was ordered to protect non-union haulers. By the end of July over 1500 men were on strike.

### **Talks**

Then came the failure of conciliation talks, and with them the specter of a general strike on the waterfront. On July 30 16,000 men walked off their jobs to counter the attempt to crush their union.

On September 27th, Father Peter Yorke, a local Catholic priest, put the issue square in front of the people in his September 27 editorial for the Examiner:

Again and again let me insist upon it, the real question at issue is not between the Employers' Association and a few leaders of the Teamsters. The real question is, shall one union, a rich men's union, destroy the other unions, the poor men's unions. There is no wage earner in California who is not affected... It is a fight between the rich and the poor. The rich refuse the poor their rights, especially their right to organize. This is the issue, the whole issue, and there is none other. Oh, that the wage earners of California would realize it... God help them if the rich win. Gold has no mercy. In past centuries it has ground the faces of the poor, today its power is ten thousand times increased... (quoted in The Examiner September 27, 1901: 3).

With increasing incidents of violence and agricultural products tied up and rotting on the docks and in freight cars, the strike continued through the fall. Finally, Southern Pacific Railway--perhaps through the intervention of Henry T. Gage, the chief executive of the state--put pressure on all parties by threatening to charge demurrage rates against them

for freight cars being tied up because of the strike. Furthermore Southern Pacific would stop all incoming freight until all loaded cars had been unloaded.

With this pressure on the draymen and merchants, the governor intervened with an ultimatum suggested by Father Yorke: San Francisco would be put under martial law unless a settlement could be reached.

On October 2, 1901, Governor Gage announced that an accord had been reached and the strike was over. The agreement was certainly a compromise, but the employers hadn't broken the union this time, and the unions would emerge from the struggle stronger than ever. The Union Labor Party would go on to win the mayor's office while the Employers' Association was disbanded less than two years after the strike.

## 11. The New Chinese Telephone Company

*San Francisco Examiner*

Sunday, November 17, 1901

The new Chinese Telephone Exchange is open and ready for business, after months of preparation. The exchange differs from all others in this city or in the world in that it is gorgeous with Oriental beauty and a marvel of luxurious good taste and splendor. The telephone company has made it a point to make the new exchange one of the show places in Chinatown. It has spared no expense to obtain this result, and Chief Engineer Cantin, under whose direction the work was done, feels justly proud of the results of his labors.

The new exchange is in the three-story building at 743 Washington street. The first floor is occupied by a store, which has been refitted and decorated by its owners to be in accord with the remainder of the building. The entrance to the exchange is up a long flight of narrow stairs, at the head of which is a gayly decorated sign in Chinese letters announcing the presence of the telephone, which, strangely enough, is one of the most popular of the American inventions among the Chinese.

On entering the ante-room one is met by smiling and bowing functionary, whose sole duty it is to make visitors welcome. Close by the door is a richly carved teakwood table, on which are kept tobacco and cigarettes and a nest of tea bowls while in a silk-covered caddy rests a large teapot, which is always kept filled with tea of a good quality. Tea and tobacco are always served to visitors, a compliment of hospitality which no Chinese business transaction is complete.

At the extreme end of this room on an altar of considerable size and great richness, a richness of gold and silver and red lacquer, rests a joss whose special duty is to guard and care for the interests of those who send speech over wires. To many of the Chinese the telephone still holds, to a certain degree, its qualities of the supernatural, and the presence of a joss is not a luxury, but a prime necessity.

Before going into the telephone-room itself a brief inspection of the rear of the reception-room is not without interest. In the extreme rear is a kitchen, small but neat and complete. There is an equally diminutive dining room, and likewise a bedroom, where Loo Kum Shu, the manager of the exchange, lives with his assistants. They are always on duty and the exchange is never closed from year's end to year's end.

The front room, in which is placed the switchboard, is the most attractive feature of the place. It is gayly decorated with dragons and serpents of brilliant hue; there are rare lanterns hanging from the ceiling, in which electric lights have been placed, making a contrast of modernity and antiquity.

The walls are hung with banners in red and yellow and gold. Along one side of the room is a row of teakwood chairs with cushions of silk, while near the switchboard are the small black stools which are to be seen all over the Chinese quarter. The switchboard

itself is exactly like those in the other exchanges of the city, except that the operatives are men and Chinese. They used the same cry of “hello” in answer to a call—a pleasant tone, cheerful and good-humored.

The work of the exchange would drive an American operator insane. For, in addition to the 255 numbers on the exchange, there are at least 125 telephones which are either in Chinese lodging-houses or in clubs. The operatives have nearly 1500 names to remember, together with their owner’s place of residence. For example, Woo Kee rings his telephone and says he wants to talk to Chung Hi Kin. He gives no number, for Chung lives in some big tenement and has no telephone number. It is the duty of the operative [the telephone operator] to remember all these names, and it is claimed he does so without effort.

The Chinese telephone company has been in existence since 1887 and has slowly made its way from place to place as its increasing business made larger quarters necessary. Mr. Loo Kum Shu has been manager for the past eight years. He speaks English without a trace of accent and is a man of great intelligence. He is very proud of his new quarters and never tires of showing visitors around the place.

“The telephone,” he said recently, “is an important factor of life in Chinatown. The Chinese use it a great deal and often transact very important business over the wire. For this reason we have no party wires, but each number has its own wire. If this were not the case we could not get any of the Chinese to use the phones under any circumstances. As it is, however, they use them all the time.

“We are going to put in at least 150 new phones during the coming year, so you see we are prospering greatly. We have many visitors here every day, and we are glad to see them, as they do not interfere with business in any way.”

The Chinese telephone company was to put in girl operators when the exchange was refitted, and doubtless it will be done eventually. The company prefers women operators for many reasons, chiefly on account of good temper.

But when the company found that girls would be unobtainable unless they were purchased outright, and that it would be necessary to keep a platoon of armed men to guard them, to say nothing of an official chaperon to look after the proprieties, the idea of girl operators was abandoned.

“They come too high,” remarks the facetious general manager, “but in the next century we’ll be able to afford them, for girls will be cheaper then.”

## 12. SOURCES

This is only a very short list of resources—much more information is available, both online and in libraries. Please don't forget the Park's Maritime Library in Building E at Lower Fort Mason—the reference librarians will be happy to help you find whatever you need, both written material and photographs.

### Online Sources

#### **1901: Living at the Time of the Census (UK)**

<http://www.nationalarchives.gov.uk/pathways/census/>

#### **Theodore Roosevelt Inaugural National Historic Site**

<http://www.nps.gov/thri/EdRoosReformer.htm>

#### **The Virtual Museum of the City of San Francisco**

<http://www.sfmuseum.org/1906/06.html>

#### **The 1901 General Strike on San Francisco's Waterfront**

<http://sanfrancisco.about.com/library/weekly/aa070101a.htm>

#### **The Death of the Imperial City**

<http://www.sfgate.com/cgi-bin/article.cgi?file=/chronicle/archive/1999/04/18/SC29897.DTL>

### Books

*A Cultural History of the United States, The 1900's* by Adam Woog  
Lucent Books, Inc., copyright 1999

*The Golden Interlude, 1900-1910*, by the editors of Time-Life Books  
Time-Life Books, 1969

*This Fabulous Century*, by the editors of Time-Life Books  
Time-Life Books, 1970

*San Francisco's Golden Era*, by Lucius Beebe and Charles Clegg  
Howell-North, Berkeley, CA 1960

*Victorian San Francisco, The 1895 Illustrated Directory*, by Wayne Bonnett  
Windgate Press, Sausalito, CA, 1996

*The Proud Tower: a Portrait of the World Before the War 1890-1914*, by Barbara Tuchman  
Ballantine Books, New York 1996

*San Francisco Bay Ferryboats*, by George Harlan  
Howell-North Books, Berkeley CA 1967

*The Sea-Wolf*, by Jack London (contains a fictionalized version of the sinking of the San Rafael)