

RECOMMENDATIONS FOR **INDEPENDENT** CANDIDATES RUNNING FOR THE DEMOCRATIC CENTRAL COMMITTEE

(West Side) 12th A.D.

Andy Clark

Ron Dudum

Dan Dunnigan

Bill Fazio

Tom Hsieh

Mary Jung

Megan Levitan

John Shanley

Arlo Hale Smith

Mike Sullivan

Alex Volberding

(East Side) 13th A.D.

Keith Baraka

Leslie Katz

Calvin Louie

Owen O'Donnell

Linda Richardson

Catherine Stefani

Joe Alioto Veronese

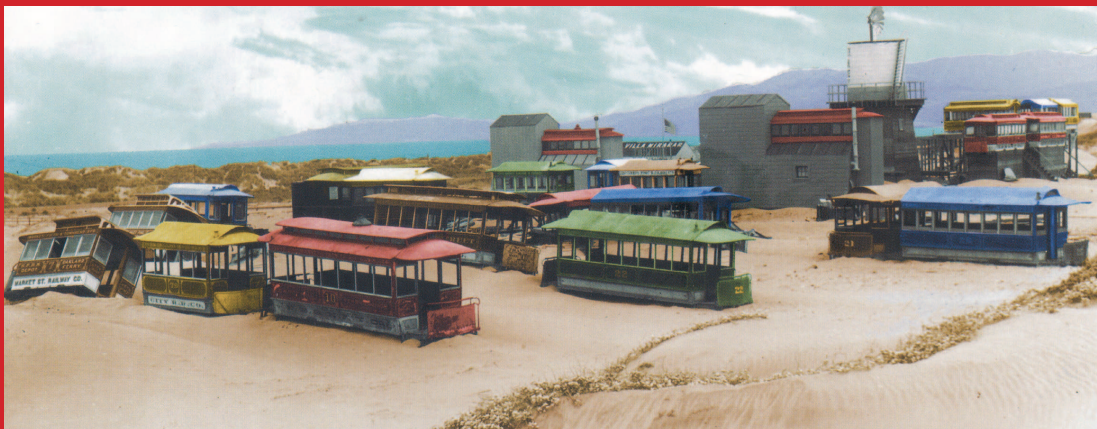
Scott Weiner



*Playland's Laughing Sal Now
A Movie Star [p.19]*

ARGONAUT

Published in San Francisco Since 1877



"Carville" between Irving and Judah Streets, 1905.

Hijacking The Democratic Party **The Stealth Plan to Create a New Political Machine in San Francisco.** **By Warren Hinckle [p.3]**

*The Lost Beach: "Carville" - San Francisco's Streetcar
Bohemia By-the-Sea. By Woody Lebouty [p.12]*

The Muni's Bloated Work Force. By Sean Elsbernd [p.10]

The Guy With the Biggest Light Bill in Town [p.22]

The Joys of The Tayberry - Summer Food Column [p.23]

CITY PROPS: NO ON C, E, F YES ON A, B, D STATE PROPS: YES ON 16



San Francisco Coalition for Responsible Growth
endorses the

Common Sense Slate

Democratic County Central Committee (DCCC)

Assembly District 12

Bill Fazio
Matt Tuchow *
John Shanley
Arlo Hale Smith *
Mike Sullivan
Meagan Levitan *
Alex Volberding
Connie O'Conner *
Mary Jung *
Ron Dudum
Dan Dunnigan
Tom Hsieh *

Assembly District 13

Keith Baraka
Catherine Stefani
Scott Wiener *
Calvin Louie
Joe Alioto Veronese
Owen P. O'Donnell
Linda Richardson
Leslie Rachel Katz *

** Please do **not** vote for more than
these eight candidates in D13.*

Note: DCCC candidates are listed in the same order they will be listed on your ballot.

City Propositions

YES Prop A.....School Facilities Special Tax
YES Prop B.....Earthquake Safety and Emergency Response Bond
YES Prop C.....Film Commission
YES Prop D.....Retirement Benefit Costs
NO Prop E.....Budget Line Item for Police Department Security
for City Officials and Dignitaries
NO Prop F.....Renters' Financial Hardship Applications
YES Prop G.....Transbay Transit Center

Superior Court Judge, Seat 15

Richard Ulmer *

** Denotes incumbent*

The Hijacking of The Democratic Party

By Warren Hinckle

First, the Supervisors chipped away at the Mayor's powers and gave them to the Board. Then, Daly and Peskin changed the rules of the Democratic Party. Now, they plan to gain control of the Party endorsement process in the primary election to make certain that only their people will be elected to the Board of Supervisors. This will happen unless buyers beware.

Chris Daly was doing his X's and O's. The writer from the *New York Times* looked at him as if Chris had a snake coming out of his ear.

The trust fund baby leftist San Francisco Supervisor had recently moved to the burbs to shield his young family from the unintended consequences of his civic enthusiasms.

Daly was explaining his endgame, how he was going to manipulate the whackadoodle San Francisco political structure, a delightful Tower of Babel without a translator, by making the right, er, left, moves. Daly sketched out a chess board of the Board of Supervisors, here a pawn, there a rook, here a wounded bishop, and tick-tacked the many moves he had in his head to castle the mayor and capture City Hall all in the last six months remaining of his termed-out term of office.

"Defense. Offense. It was like watching John Madden at the Super Bowl," the journalist wrote. "A city supervisor pushes for a progressive future," was the admiring pull quote in the *Times'* spanking new Bay Area section, which readers were directed to by a squatty little gangrene-green sticker glued to the front page right next to that slogan about all-the-news-that's-fit-to-print.

Whoa, pony. What news are we talking about here?

We are talking about the hijacking of the Democratic Party in San Francisco, a good old-fashioned Wells Fargo stagecoach holdup in broad daylight.

How did it come to this, as they say, historically? The district-elected Supervisors started chipping away at the mayor's powers beginning during the reign of King Willie and then began picking the flying buttresses off the Newsom cathedral. They decided in fee simple these powers to the Board--while hypocritically calling Brown an empire builder while these simple representatives of the common folk gamed the system to get

themselves more taxpayer-paid aides and goosing up the paltry salary of the former part time, citizen-supervisors who had day jobs as the City Charter intended government to work --to over \$100k a year, making themselves a careerist full time job best described as wannabe politicians learning the ropes of power of the taxpayers' dime.

The power grabbing began but was not confined to sliding effective control of the



The Wasp in 1883 satirized The Argonaut for supporting machine control of the Democratic Party. Today, The Argonaut has changed its stripes and is opposing machine control of the local Democratic Party being engineered by Daly and Peskin

Police Commission from the Mayor, and bollixing up the oversight process so grievously and stupidly that when the new police chief came to town he found that, ye Gads, maybe hundreds of cops were waiting in line for as long as five years to find out if they had wrote a ticket out the wrong way or copped a feel on a transvestite or some such transgression while they hung for years in a blue line limbo while the supervisors discussed process.

Does it stop about a supervisorial statist expanding of power to everything, not excluding the police powers? Supervisor Ross Mirkarimi has floated the concept that perhaps the police Chief should be elected like, you know, the sheriff. I invite future novelists to imagine a universe where the Democratic Central Committee/Board of Supervisors makes the pick for elected police chief. The imagination staggers.

Back to history. In the year of our Lord, 2008, Supervisor Daly and good buddy Aaron Peskin, the prickly but loveable former president of the Board, carved in stone the rules of the local Democratic Party for the process of endorsing a candidate for public. Now, they plan to gain control of the Party endorsement process in the primary election to make certain that only their people will be elected to the Board of Supervisors. This will happen on June 8 unless buyers beware because Daly has been planning since 2008 to take over the nomination process by electing a majority of delegate to the previously little-noticed committee.

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There is news, as the *New York Times* reported, and as Voltaire said that when you hear the news, wait for the sacrament of confirmation, but if this news is confirmed in the June 8 election, the sacrament Catholic voters will need is Extreme Unction because it will be the death of the Democratic Party as San Francisco has known it. This is of course all the handiwork of the irrepressible Chris Daly, operating under the big wingspan of Aaron Peskin. The two Supervisors, one termed out and the other about-to-be, a few years ago decided it would be lonely out there in the

“Mr. Daly sketched a map of the Board drawing X’s and O’s indicating the maneuvers ahead. Offense. Defense. It was like watching John Madden at the Super Bowl.”

—New York Times, May 28th

cold, and conspired to create a permanent government—conspire is perhaps too weighty a word, it seem more that they more sort of drifted to the same power-hungry conclusion by doing what comes naturally like two whales in heat in sexual congress; what else did you expect them to do?

The idea was beautiful in its way— if they could no longer serve as members and keep the Board of Supervisors on the path of their self-styled “progressive-ism” they would do the next best, yea a neater thing, and control the Board of Supervisors by taking control of the Democratic Central Committee. What is that? It is a party organization largely ignored except by inside-baseball type political junkies but actually wields enormous power.

The power of the DCCC, as it is called to the cognoscenti, is the power of endorsing, in the name of the Democratic Party, the official party candidates for Supervisor and citywide political offices.

Witness: In the last 20 years, only 2 candidates, Ross Mirkarimi and, yes! Ed Jew, were elected to the Board of supervisors without the DCCC endorsement.

On the flip side of that, over two decades—only 3 supervisorial candidates with the DCCC endorsement have failed to be elected.

In this lopsided Democratic-registration city, the coveted endorsement of the DCCC makes being elected to the Board a dead cert thing.

Daly also is planning, just in case, to diminish the local influence of West Side more moderate Democratic voters, by rewriting the DCCC bylaws to give much more clout to East Side voters powered by the tenant-rights political cartel.

If they succeed, the result will be much sooner than later a mayoral veto-proof majority on the Board of Supervisors of left-ideologue, anti-business Supervisors of the flavor of Avalos and Mar.

I am indebted in much of this ongoing research to longtime DCCC member Arlo Hale Smith Jr., the son of the long-serving former District Attorney Arlo Smith. Smith Jr. got into the fray when he gained the ire of Supervisor Daly by even thinking about voting for the moderate, Feinstein-ite Scott Weiner for DCCC chairman instead of Daly’s partner-in-crime Aaron Peskin, who looms now to be Chairman-for-life much like Duvalier styled himself in Haiti of unfortunate memory.

Daly threatened Smith in an e-mail in 2008 (of which I have a copy) that he would never eat political lunch in this town again if he voted for the offending Weiner because, if elected to the Chair Peskin was wanting to warm, (Weiner) “would be in a position to influence

OFFICIAL SAN FRANCISCO DEMOCRATIC PARTY RECOMMENDATIONS

YES ON PROP B
Earthquake and Fire Protection for San Francisco

YES ON PROP A
Keep our schools safe

SPEAKER NANCY PELOSI
Please join me in voting for our shared Democratic values.

LINDA COLFAX
Linda Colfax for Superior Court Judge SEAT 6

MICHAEL NAVA
Michael Nava for Superior Court Judge SEAT 16

NOTICE: THIS IS THE ONLY OFFICIAL SAN FRANCISCO DEMOCRATIC PARTY ENDORSEMENT SLATE CARD. BEWARE OF FALSE SLATE CARDS ATTEMPTING TO MISLEAD DEMOCRATIC VOTERS.

For information about volunteering with the Democratic Party, call (415) 928-1101 or visit our website at www.sfdemocraticparty.org

Paid for by the San Francisco Democratic County Central Committee, 601 Van Ness Ave., Suite E436, San Francisco, CA 94102; and paid for by Nancy Pelosi. Not authorized by any nonfederal candidate or committee controlled by a nonfederal candidate who has not paid to be on this slate.

THE FUTURE: The official Democratic Party Endorsements mailed to all registered Democrats in San Francisco has Nancy Pelosi’s face next to Aaron Peskin’s hand-picked candidates for Judge. Did anyone ask Nancy who would make the best judge? No. This will be like the slate cards of future endorsements in District Supervisor races if the Daly-Peskin forces gain control of The Democratic Central Committee in the June election. Only the machine’s candidates will get the almost-unbeatable official Democratic recommendation for Supervisor. Other candidates running for the Board in their District might as well save their money.

PLEASE JOIN US!

SAN FRANCISCO FIREFIGHTERS ELECTION RECOMMENDATIONS:



YES on B: Earthquake Safety and Emergency Response Bond

Proposition B is critical to San Francisco because it strengthens our 100 year-old emergency water supply system and moves the seismically unsafe police command headquarters to a new public safety building — ensuring that emergency response and public safety are maintained after a major disaster.



Dan Dunnigan for Democratic County Central Committee

Dan is a San Francisco firefighter, proud union member and past Democratic Central Committee member. Dan has fought for high-speed rail, a higher minimum wage, better and safer schools and new housing along transit districts using union labor.

Dan helped pass the Neighborhood Firehouse Protection Act and, as Deputy Director of the Bay Area Air Quality Management District, Dan is fighting to hold polluters accountable and keep our air clean and safe for San Francisco's children and the elderly.



Keith Baraka for Democratic County Central Committee

Keith has been honored twice for meritorious service as a San Francisco firefighter. He's fighting for a strong Democratic Party that takes issues like poverty, addiction and mental health head-on.

As the son of parents who grew up in the Jim Crow South, Keith is working to increase voter participation in disenfranchised communities. And as a board member of the Alice B. Toklas LGBT Democratic Club, Keith has been at the forefront of important battles that have expanded civil rights for all people.

ELECTION DAY IS TUESDAY, JUNE 8.

Polls are open from 7:00 am – 8:00 pm.

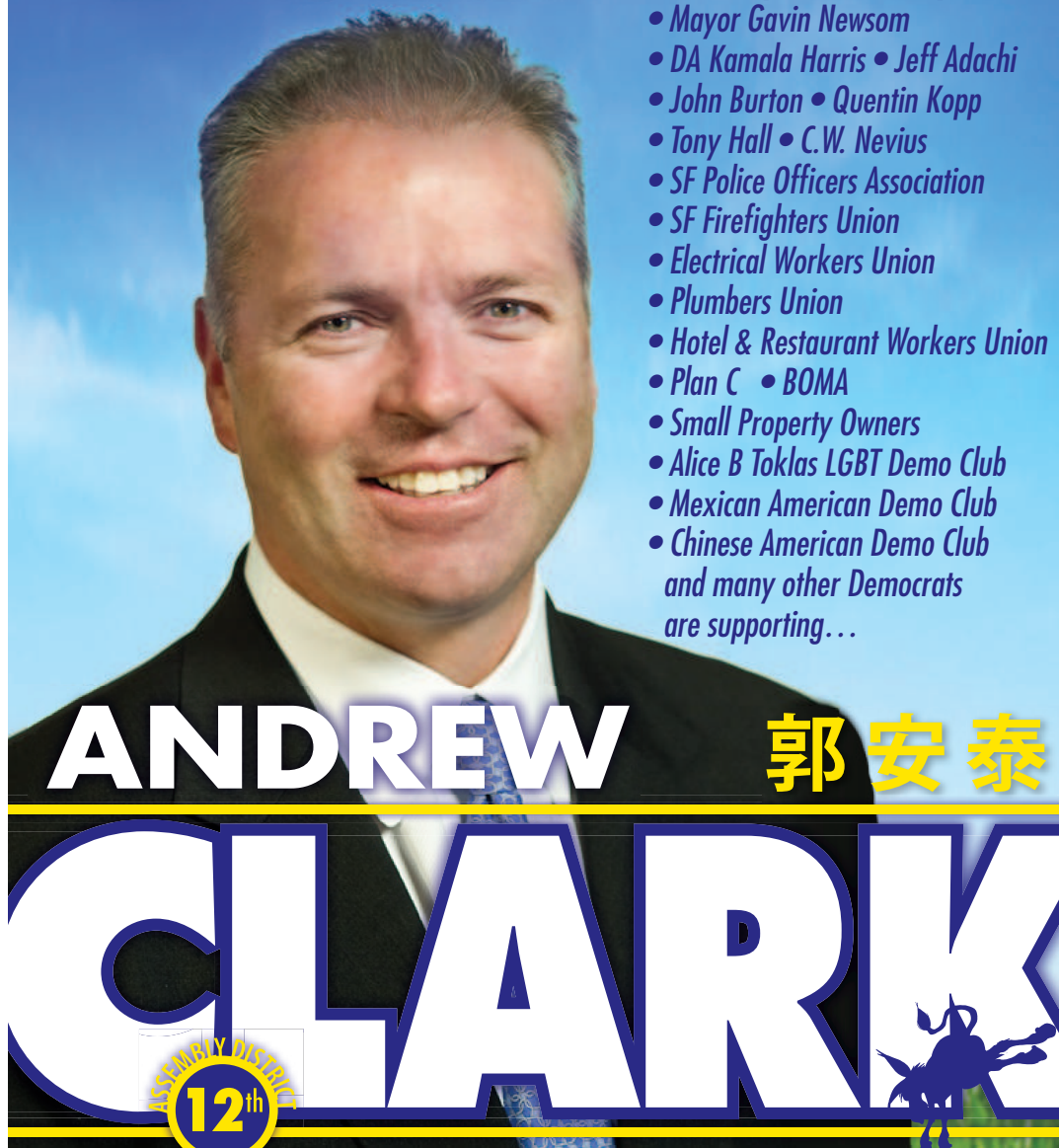
To find your polling place, call (415)554-4375 or visit www.sfgov.org/elections

Join the **SAVE OUR FIREHOUSES COALITION!** www.SaveOurFirehouses.com 

Andrew Clark is a progressive champion for public safety — representing the people of San Francisco as Assistant District Attorney for the past 20 years.



- **Attorney General Jerry Brown**
- **Mayor Gavin Newsom**
- **DA Kamala Harris • Jeff Adachi**
- **John Burton • Quentin Kopp**
- **Tony Hall • C.W. Nevius**
- **SF Police Officers Association**
- **SF Firefighters Union**
- **Electrical Workers Union**
- **Plumbers Union**
- **Hotel & Restaurant Workers Union**
- **Plan C • BOMA**
- **Small Property Owners**
- **Alice B Toklas LGBT Demo Club**
- **Mexican American Demo Club**
- **Chinese American Demo Club**
- and many other Democrats are supporting...



ANDREW

郭安泰

CLARK



DEMOCRATIC COUNTY CENTRAL COMMITTEE

andrew.clark@comcast.net | 415 999-9850 | AndrewClarkDCCC.com



CHRIS DALY
X's and O's



AARON PESKIN
Master Puppeteer



JOHN AVALOS
Gross Beneficiary

close endorsement votes" which "would make it less likely that our candidates would win the endorsement of the Party." He wrote that "Aaron, Michael Bornstein (Peskin's chief enabler on the DCCC) and I "not only had a slate for 2008" but were working on "fielding a progressive slate for the DCCC in 2 years" (that would be the present 2010) that would pick up all the marbles. Daly told Smith that if he crossed Daly/Peskin he "would never

"...any members voting for Scott never receive the endorsement of the Guardian, Tenants Union, Sierra Club & Milk Club in subsequent races."

--Daly threatened the former DA's son with excommunication from the Left if he didn't make Peskin chairman of the DCCC.

receive the endorsement of the Guardian, Tenants Union, Sierra Club and Milk Club" -- which are political appendages of, and provide the storm troopers for, the burgeoning new Machine which would be the rival of Tammany Hall, both in control of local political office and, as fire follows smoke, corruption.

After that last threat, Smith began digging into the record of past DCCC endorsements which were on the more moderate side as the balance of left/moderate DCCC members began to shift left under Peskin's tutelage in 2008.

The present takeover plan-in-action in this election was formed in the year of our Lord,

2008, but Peskin laid the mechanical for it in 2006, by codifying in the DCCC bylaws endorsements for Supervisor, et al., by the 50 percent, plus one vote rule. This makes controlling endorsements a breeze, compared to the former DCCC standard--which is the practice of the state Democratic Party--requiring a 60 percent vote for endorsement. (Thus Gavin Newsom didn't get the party endorsement against his Southland rival for Lt. Governor--if that standard had been 50 percent, plus one, the Gav would have had it made.

If Daly/Peskin makes its bones on this scheme, they will control, easily, the next generation of new Supervisors who will now be elected with the blessed DCCC endorsement. Peskin will go from Ayatollah--the nickname which I, alas, gave him, because of his Savanarola-like antics in North Beach, to Commissar of the Central Committee. And Daly will be pulling the strings of "progressive" Supervisors from his swimming pool in the burbs.



"THE PROGRESSIVE PLEDGE"

Perhaps you have heard about Fairfield's newest resident's attempt to maintain some power. Yes, landlord Chris Daly now lives in Fairfield... well, er, sometimes. It's complicated. But this much we know. If you want Supervisor Daly's endorsement to have his job as he exists stage (far) left, you must sign "the pledge." And what a pledge it is. It reads a bit like a modern day communist manifesto. Take a look. No word whether Chris intends to push these measures (such as rent control on all units) in his new residence up north. Oh, wait. That might affect HIS income. That is probably not his intention. He wants one set of rules for San Franciscans, and another for him up in Fairfield, which probably don't include the below. Yikes!!

Here is the intro: The Progressive Pledge is an amalgamation of baseline progressive positions on important San Francisco issues identified by the progressive stakeholder organizations: SF Bay Guardian, SF Tenants Union, Sierra Club, Harvey Milk LGBT Democratic Club, and SEIU Local 1021. (To complete the pledge, candidates need to agree to at least 28 of 30 progressive positions. Following is a sample.)

I hereby pledge to...

- * Support the decriminalization of sex work;
- * Support the current system of 11 district elections for Supervisor and would oppose any effort to repeal or amend district elections;
- * Oppose Mayor Newsom's proposed sit-lie ordinance and support adequate funding for homeless services;
- * Support the general legalization of immigrants currently living in this country and the protection of due process for immigrant youth accused of a crime;
- * Support rent control on vacant units and support extending rent control to "new" (built after 1979) construction;
- * Oppose "means testing" of rent control whereby only tenants whose income or assets were below a certain level would be able to get rent control protection;
- * Oppose raising the annual condo conversion cap of 200 units per year, even if existing TICs can convert by paying a fee as a revenue raising measure to help balance the budget;
- * Support creating revenues for MUNI by increasing revenue from parking fees and fines...

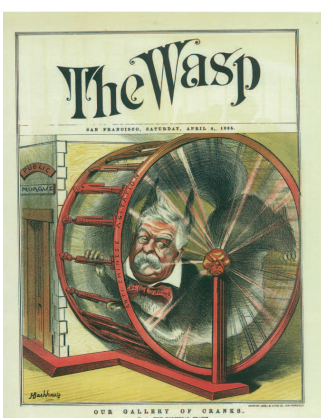
ARGONAUT

Published in San Francisco Since 1877

SPECIAL ELECTION EDITION

SAN FRANCISCO, CALIFORNIA, VOLUME XXVIII NO. 4535 JUNE 2010

Argonaut Editorial Rooms are at 50a Bannam Place (It's really an alley in North Beach) San Francisco, CA 94109. Chairman,, The Late Howard Gossage, Editor & Publisher, Warren Hinckle. Editorial Director, Roger Black (the fonts, California and Futura Extra Black Condensed, are of his design) Art Director, Layla , Managing Editor & Director of Circulation, John Shanley, Art Editor, Ron Turner, Artist-in-Residence & Landlord, Winston Smith, Photography Editor-in-Absentia, Matthew Naythons, Spiritual Advisor, The Rev. Hunter S. Thompson. Land line (415) 931.9960 e-mail: editor@argonaut360.com. Application to mail at second class rates pending at San Francisco, California.



In San Francisco of the 1880s the Argonaut and its contemporary and competitor, The Wasp, were not happy campers together. The Wasp was against the Democratic political machine and The Argonaut was in bed with it. Today's Argonaut is doing penance by opposing the Democratic machine.

That's Us, Folks

How The Argonaut Got On Your Doorstep

The annals of journalism are filled with many tall tales, but few resurrections. *Argonaut* was a title published in San Francisco from 1877 until it stopped from exhaustion in 1956. The journal went through many and soiled hands before it passed away. Previous proprietors have included real estate men, spiritualist and believers in the Christian Science religion. *Argonaut's* first editor, from 1877 to 1879, was the legendary misanthrope Ambrose Bierce, although most western histories will tell you that the fist editors were Frank M. Pixley and Fred Somers. That is wrong. Pixley and Somers were insufferable sots who were pro-railroad and anti-labor, and anti-Asian and anti-Irish to boot. They rarely darkened the office door, and were off around post-Gold Rush San Francisco drunk all the time. This left their employee, Bierce, to write and edit the whole damn thing every week. Bierce took delight in vilifying his putative bosses' bigotry and he took the contrary

position editorially, defending the Chinese and the sons of Erin. The two years that Bierce edited the *Argonaut* were actually the most progressive in his mordant and increasingly sour political history. Bierce also struck back at the *Argonaut's* besotted owners through the device of the epitaph coined in anticipation of the passing of an enemy. HERE LIES FRANK PIXLEY, AS USUAL, he wrote. The *Argonaut* was jump started back to business much in the manner of hot-wiring a car by Frisco journalist Warren Hinckle in 1992 and has been publishing, sometimes in quality paperback book format, sometimes as a frisky tabloid, since. We particularly enjoy doing an election edition because we like raising hell by home delivering our creature to nearly every home in San Francisco. This guy was put together over the past two weeks and was effortless as breaking a leg. Our hero is Ben Hecht who felt that the soul of good journalism was to make people ridiculous and we hope we have done that as painlessly as possible.

The Argonaut Recommends

Governor

Lt. Governor

Attorney General

Congress, 12th District Democrat

Congress, 13th District Democrat

State Senate District 8

State Assembly District 12

State Assembly District 13

Jerry Brown

Gavin Newsom

Kamala Harris

Jackie Speier

Pete Stark

Leland Yee

Fiona Ma

Tom "Kiss My Gay Ass" Ammiano

Democratic County Central Committee

[Westside] Assembly District 12

Andy Clark

Ron Dudum

Dan Dunnigan

Bill Fazio

Tom Hsieh

Mary Jung

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Owen O'Donnell

Linda Richardson

Catherine Stefani

Joe Alioto Veronese

Scott Weiner

Superior Court Judge

Seat 6

Seat 15

Harry Dorfman

Richard Ulmer

San Francisco Ballot Measures

A

School Facilities Special Tax

It hurts, but it is necessary.

Yes

B

Earthquake Safety & Emergency Response Bond

Better sooner than later. If there is another quake next year, this will already be too late. Things are already falling apart.

Yes

C

Establishing a Film Commission

Another supervisorial power grab. These people need to get a day job.

No

D

Retirement Benefit Cost

One small, very small, step for budget sanity.

No

E

Budget Line Item for Police Security for City officials

Next the supervisors will want an accounting of annual toilet paper tonnage used in the mayor's office.

No

F

Rental Assistance for the unemployed

No

G Transbay Transit Center Monolith
As retired Judge, now transit expert Quentin Kopp has pointed out, the station is already too small to handle the projected high speed trains. The building plan will destroy hundreds of small businesses and at the end of the day they will have to build another station where the trains can squeeze in. Engineers look at this one and barf in amazement.

No

State Ballot Measures

Proposition 13 Yes
 Limits on property tax assessment. Seismic retrofitting of existing buildings.

Proposition 14 Yes
 Elections. Increases right to participate in primary elections.
This proposition would return California to an open primary system where voters could chose a candidate from either party for public office, instead of being bound by sectarian party structures. Of course, both political parties are against this prop because it would diminish the power of the party bosses. Anyone who has read Walter Karp's "Indispensable Enemies," his classic study of collusion between the parties to cut deals and control access up the political ladder, without a pass from the party establishment, understands that more often than not, it is the TWO Parties against The People. One plus of this prop is that it would allow some sane Republican candidates to run for office without being purged from the party by the far right litmus tests that are invariably invoked. A minus is that it would make it more difficult for fringe parties to gain ballot positions.

Proposition 15 Yes
 Repeals ban of public funding of campaigns.
This has itis imperfections, but is at least a first step toward establishing a public financing system of campaigns and eliminating the politics of Big Bucks.

Proposition 16 Yes
 Imposes new two-thirds voter approval requirement for local public electricity providers.
This will impose a two-third requirement before local governments can spend money to create local power schemes. The Argonaut is for any limits on the power of San Francisco Supervisors to tax and spend. The city has not mastered the basic of effective public transportation, yet they want to race forward to reinvent the light bulb.

Proposition 17 No
 Allows auto insurance companies to base their prices in part on a driver's history of insurance coverage.

TOM CAMPBELL FOR SENATE

Excerpts from a 1990 interview by Ken Kelly

Argonaut correspondent Ken Kelly conducted the following interview with former Congressman and current Republican nominee for Governor Tom Campbell, on October 28, 1990. Though twenty years old the interview touches issues relevant today:

Argonaut: You have called Senator Feinstein's policy on immigration hypocritical.
Campbell: Yes, she's such a great champion of free trade with China, where her husband has an on-going, profitable, business venture she falsely claims he withdrew from, but not with Mexico. What is the matter with Mexican's Diane? It seems very clear to me that the county, and especially California benefits by having Mexico do better. Why did she abandon her own President's NAFTA pact, which has been such a boon to both countries and especially to the state she is suppose to represent.

Argonaut: At the final debate you lambasted her for proposing "the terrible ideal of a National ID card to control immigration." She emphatically denied she ever proposed such a thing.

Campbell: Which is why I stuck around after the debate to distribute to the press copies of her 1995 so-called "tamper-proof" card which, and I quote, "All job and

benefit applicants would be required to present to verify their eligibility to work or assistance."

Argonaut: Big Brother comes to town?

Campbell: Big government comes to town. And somehow she never addresses what she would do to curb illegal immigration other than to deny what she did six years ago.

Argonaut: I hear talk around town of first-time crossover Democrats voting for you. Would winning in San Francisco provide you a good dose of ironic triumph, in the city where she ruled as mayor?

Campbell: First, I think I've established a broad base of support in San Francisco, which is by far the most progressive city in the most progressive state. San Franciscans are proud to be progressive and I am running a progressive campaign. No two ways about it, it would be a great testimony to their open-mindedness if I won San Francisco. And, yes I think it can happen.

People in San Francisco overwhelmingly support sane drug policy, unlike the one that is so racist and leaves us with a "lost generation" of folks in jail for 20 year minimums for possession, and come out of prison addicted or worse than when they went in. Voters are getting sick and tired of politicians who are unwilling to say anything meaningful, panicked lest they get accused of being "soft on drugs," so they look the other way.

Argonaut: You oppose the Clinton-Gore administration's \$1.3 billion slated for the Columbian military and instead investing the money into drug rehab programs in the US to treat addicts, and you support medical marijuana, and a maintenance treatment program of current "banned controlled substances: for addicts in prisons and jails..."

Campbell: Yes! If a city or county wants to try it, the Federal government should not stop it.

Argonaut: Further, you call America's drug war in Columbia not just a failure but a murderous policy...

Campbell: It's an awful thing, and I'm so glad my campaign has managed to focus some attention on the terrible mistake America is making there. Practically speaking, I chose to make this an issue – it's not like anybody trapped me. In planning my campaign I asked what issue was not being touched, that candidates are scared out of their skin to speak about, and that can be corrected. It all pointed to the drug policy.

Then President Clinton made it clearer when he proposed 63 helicopters for the Columbian military, along with US military advisors in the face of the US Ambassador in charge of the US military down there having been convicted of facilitating his wife's importation of cocaine into the country! And in the face of the Chief of the Columbian police himself saying, "Don't spend the money. We would far rather you spent the money reducing demand in America." And in the face of the environmental degradation – we are spraying the farmer's crops the same way we did in Vietnam.

It's phenomenal. It says, yes, we've learned nothing from the Vietnam disaster. And Bill Clinton, simply put, owes the Vietnam generation more than to ignore the lessons of Vietnam.

Argonaut: Does Feinstein too?

Campbell: Yeah, of course. Further, as I pointed out when I addressed the Commonwealth club in the spring, the drug policy is overtly racist. A generation that is 12% African American, yet makes up 60% of the prison population. And the Hispanic numbers are almost as bad.

You see this in the debate on Proposition 36, which I endorse and Feinstein so wrong-headedly opposes by saying passage would make it easier on drug dealers – anybody who can read knows it does no such thing. It provides a possibility of rehabilitation for non-violent users and/or addicts, nothing else. The present system is built on getting young African American males into the criminal justice system. I'm not kidding. It's the very premise, wherein you arrest a young African American man; keep him in jail until he takes a guilty plea for possession. Boom – he's got a strike. From that day on he is a marked man.

There are a hundred things wrong with the so-called "war on drugs" run by General McCaffrey. But it is so clear, racially – why not get that young man rehabbed? If he's just possessing, or they guy's got a habit, why not use Proposition 36 to steer him clear again? Feinstein and her ilk on the other side say, "Oh, no you have to get a guilty plea first." Why do you have to get a guilty plea first? The only answer is so that you can get him (the defendant) under your thumb.

Argonaut: given that so many of her seemingly political allies do support 3 Mayor Willie Brown, Senator Burton...

Campbell: LA Congresswoman Maxine Waters opposed it...not only that, but Dianne has been silent on me completely until just last week...(laughs). I even offered a free hour of radio time that I'd paid for to talk about issues, so people could compare us. (She declined) Why? She figures she winds if nobody knows who I am.

The Contests for Judge

Why We're for Dorfman and Uulman

This is a real San Francisco deal. The candidates for Judge of the Superior Court endorsed by the gay Log Cabin Republican Club are both straight. The candidates endorsed by the Democratic County Central Committee are both gay. Go figure.

The way we see it, this is not about being straight or gay: it is about who is the best qualified candidate for the Superior Court Bench and who has the best judicial temperament. There is little question here: The experienced assistant DA Dorfman and sitting judge Uulman are the best qualified. The gay Republicans have it right; the local Democratic Party under the rock-steady chairmanship of Aaron Peskin has it wrong.

This suggests that gender issues and political calculations are more important in the new DCCC than old-fashioned judicial qualifications.

Our concern about such political machine-greased DCCC endorsements for Judge will place a political cloud over the judiciary. The Democratic Party endorsement is tantamount to election in this town be the office Judge of the Superior Court or dogcatcher. We do not for a moment question the base qualifications of the candidates endorsed by the DCCC – but if the new judge owes her/his comfortable seat on the Bench to the clout of a Peskin or an Avalos, is she/he going to refuse her/himself every time a case comes before the court even tangentially connected with the DCC power broker? People will talk, and there could be no end of this but an endless cloud over the Bench.

This is the difficult end product of the machine that the DCCC is straining to become. How many judges can rule in favor of Tammany Hall, even if the ruling is legally sound, without having people giving a wink and a nod... Well, you know, she/he wouldn't have the job without (insert name) of the DCCC giving it to them. This is not good for the judiciary, and if it is not good for the judiciary, it is not good for the Democratic Party, and it bodes ill for the civil polity of San Francisco.

Fix Muni Now Campaign Will Deliver Real Reform for SF

By Supervisor Sean Elsbernd & Alex Volberding

San Franciscans have put up with late buses, fare increases and service cuts for too long. Now San Franciscans have the opportunity to stand up and say that enough is enough and we need to Fix Muni Now! To improve Muni service and oppose unjust fare increases and unnecessary cuts, hardworking San Franciscans are joining the Fix Muni Now campaign and signing the petition to place a reform measure on the November 2010 ballot. The transit-first measure will prioritize the needs of riders by removing from the City Charter salary guarantees for bus drivers and reducing work rules that impair transit operations.

San Francisco is a world-class City that deserves a world-class transit agency. Unfortunately, the MTA has little ability to deliver an efficient transit system because the City Charter guarantees bus operators the second highest salary in the country and labor agreements restrict the MTA's ability to deploy bus operators in a manner that reflects riders' needs.

Currently, the MTA has no ability to negotiate Muni operator wages because the Muni operators' salaries are set in the City Charter. As a result, Muni drivers routinely receive raises when the transit agency is facing cutbacks. This year, Muni drivers will receive an \$8 million raise while the MTA management is forced to balance a \$50+ million deficit on the backs of Muni riders by raising fares and reducing service 10 percent citywide.

The measure will remove from the City Charter reference to Muni operators' wages, allowing the MTA the ability to negotiate salaries and benefits through the collective bargaining process used by all other employee bargaining groups. This change will prevent drivers from receiving huge pay increases in deficit years which will help to preserve Muni services when the budget situation is bleak.

The measure will also reduce outdated and inflexible work rules that have impaired transit operations for years. The measure will encourage new and improved work rules that will be responsive to riders' needs. Currently, there is no incentive for the Muni operators to change antiquated work rules that have proven to be counterproductive from a service and ridership perspective. Giving the MTA the ability to negotiate salaries and benefits will increase system-wide efficiency and effectiveness through improved work rules.

With the MTA facing record deficits and considering further reductions in services now is the time to fix Muni. We are asking the people of San Francisco to support the Fix Muni Now campaign, so that the MTA has the tools to provide world-class service to San Francisco.

For instructions on how to sign the petition or more information on the campaign to improve Muni service, please visit www.FixMuniNow.com or 415-640-7278.

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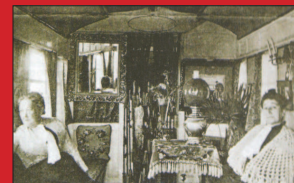
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There once was a neighborhood called Carville... it lived hard on Ocean Beach, between Lincoln Way and Kirkham Street, between the 1870's and 1920's, and was built upon the firm foundation of old street cars-for-sale...





The Great Highway between

The Man Who Re-Discovered Carville:

An Interview With Woody LaBounty

Woody LaBounty is the founder of the Western Neighborhoods Project, a nonprofit organization dedicated to the history of western San Francisco. He has recorded hundreds of oral histories, launched one of San Francisco's most popular history sites www.outsidelands.org and led a successful campaign to save four refugee cottages built after the 1906 earthquake and fire. LaBounty has written many articles on San Francisco history, is a frequent contributor to the media, and is recognized as the leading authority on the city's western neighborhoods.

Q. How did you get interested in this subject?

A. I was fascinated that the Sunset District's often portrayed as a drab neighborhood had this strange and colorful origin story. Artistic bohemians lived it up on the foggy sand dunes using one of San Francisco's most recognized icons, the cable car, to create residences, studios, restaurants, and clubhouses. The old

photographs were stunning, and I soon discovered the place was full of characters.

Q. Who lived in Carville?

A. Some of California's best-known writers and artists of the day visited for inspiration and recreation. Jack London is probably the biggest name. George Sterling, the poet who called San Francisco the cool grey city of love dropped in. Gelett Burgess, author of the Purple Cow nonsense verse, used Carville in at least two novels. The painter Xavier Martinez rented an old transit car as a studio. There was a physician who prescribed "sand baths" for good health and a professor experimenting with kites to rescue shipwreck victims. Also just plain-people school teachers and such who were charmed by the idea of living in a unique home at the ocean's edge.

Q. What factors started Carville, and why in the foggy sand dunes?

A. Transit companies were consolidating and modernizing in the mid 1890s, moving from cable cars and horse cars (animal-pulled streetcars) to electric trolleys. Obsolete stock was put up for sale and people began using the vehicles in interesting ways: stores, summer cabins, even houseboats. The dunes south of Golden Gate Park were undeveloped, but a train line along Lincoln Way made them relatively accessible. The area was wild enough to have loud parties and midnight dips in the ocean, but close enough to town to get to work the next morning.

As for the fog, ocean air was considered nourishing at the time, and Carville was often advertised as a health colony.

Q. Were there other Carvilles?

A. Old transit cars were used for playhouses, homes, and businesses all over the Bay Area. Similar communities formed in New York, Connecticut, Seattle, but Carville-by-the-Sea in San Francisco was the biggest, best known, and perhaps the zaniest.

Q. What happened to Carville?

A. The city grew into Carville, especially in the years after the 1906 Earthquake and Fire. Concrete streets and sidewalks replaced the dunes and conventional homes surrounded the cars. Whereas once the idea of car living was celebrated as artistic and fashionable, the new neighbors saw the odd structures as run-down eyesores and connoted them with licentious beach parties. In 1913, neighborhood organizers hosted a bonfire of rental cars they called "Burning the Car out of Carville." They wanted a regular city neighborhood and soon had one.

Q. Are there any car houses left?

A. At least one great one still stands at the beach, as readers will see in the book. Hopefully more will come to light, hidden behind additions or in backyards. I would love to own one.



Irving and Judah streets, 1905.

Q. How did you decide on a scrapbook design for the book?

A. While I thought the story of Carville was interesting enough, the images of cars stacked upon cars in rolling sand dunes makes everyone blink and say "wow." So I wanted the images to co-star with the text. The idea of a black paper scrapbook goes with the era, and I hope gives readers the feeling they stumbled upon some family treasure found in an old trunk.

Q. Were there any surprises along the way?

A. After I was finished with the layout, I visited a relative for lunch. We browsed through an old family photo album afterward and I was amazed to see an ancestor posing in front of a well-known Carville tearoom. Three years of digging in libraries for Carville photographs and my own family had one! We stopped the presses to get Uncle Arthur in the book.

Q. Next book?

A. I am a bit obsessed with roadhouses right now. A roadhouse was often a combination of bar, restaurant, inn, and gambling hall, and they littered Bay Area roads connecting towns and cities in the 1800s. Often they had names like "Nine-Mile House," tell you how far you were from San Francisco while you had your whiskey. The west side of San Francisco, with so much open space, light law enforcement, and the draws of the countryside and the beach, had lots of roadhouses.

No. 5

OVERLAND MONTHLY Vol. LII
Founded 1868
Bret Harte
San Francisco

AN EXCLUSIVE NEIGHBORHOOD IN
CARVILLE.

IN A CARVILLE COURTYARD.

A CITY OF CARS

BY GIBBS ADAMS

The above was part of an advertisement in the San Francisco Call in 1896, designed to entice San Franciscans to take a ride out to the beach. On December 1, 1883, the opening day of the Park and Ocean Railroad, more than 10,000 riders took the trip from Haight and Stanyan streets to Ocean Beach.



"...The village of Carville grew up on the white dunes, looking as though a gigantic box of toys had been spilled and scattered there." --Overland Monthly, 1898



Carville was born in 1895, when real estate broker Jacob Heyman built a residence at 48th Avenue and Judah Streets. The above sat at the current site of Java Beach. In January 1899, Heyman advertised an ocean lot available for monthly installments of \$7.50. For an extra \$35 up front he would include two old Market Street Railway cars. The above is an example of how the cars were built into larger housing structures.

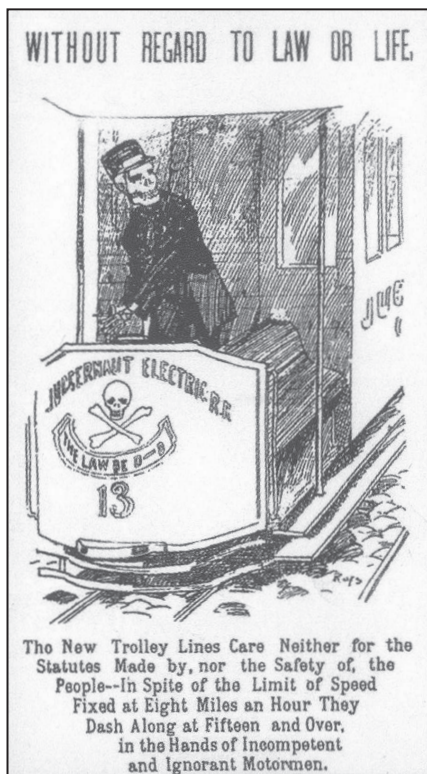
I went into Green Apple and I found an extraordinary book--about people in San Francisco living in old street cars by the ocean.

by John Shanley

As a native of San Francisco's Sunset District, who has always taken great pride in being from San Francisco's often forgotten west side of town, I was shocked at my own level of ignorance when it came to the fascinating history of San Francisco's western shores.

Few knew that over a century ago, the San Francisco Market Street Railway was selling off its horse driven carriages to a collection of bohemians who made the area near Ocean Beach their home. The neighborhood was the setting for scenes in at least two novels of the period and was visited by writers like Jack

London for inspiration.



These are just two of the factoids I learned thumbing through the text and photos in a new book titled "Carville-by-the-Sea: San Francisco's Streetcar Suburb," by Woody LaBounty. I walked into Green Apple Books and there it was--handsomely self-published by the author.

The book vividly recalls one of the quirkiest communities in San Francisco's rich history. It contains 144 full-color pages with extensive footnotes. The lush design recalls an antique scrapbook with hundreds of rare images from libraries, archives and private collections.

In the mid-1890s, San Francisco transit

FOR SALE.
THE MARKET-STREET RAILWAY COMPANY, San Francisco, offers for sale a number of condemned
CAR BODIES.
PRICE WITHOUT SEATS, \$10 EACH OR WITH SEATS - - - \$20 EACH
 Can be used for newsstands, fruitstands, lunchstands, offices, summer-houses, children's playhouses, poultry-houses, toolhouses, coalsheds, woodsheds, conservatories, rolling booths, etc. Apply to H. O. ROGERS, Division Superintendent, corner Fourth and Louisa streets, San Francisco. **MWF**

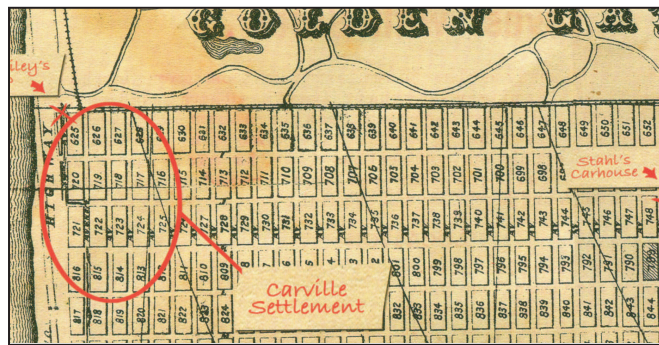
companies started selling surplus horse cars and cable cars to the public--\$20 with seats intact, \$10 without. Obsolete public transportation soon became bars and restaurants, shoe repair shops, playhouses, laundries, artists' studios, and even houseboats.

The heart of Carville was where the popular coffee shop Java Beach now sits at the juncture of The Great Highway and Judah Street. A bohemian settlement erupted at the beach as writers, judges, and lady bicyclists stacked old transit cars to create "Carville-by-the-Sea."

The area was full of intrigue. Many came for cheap rent. Others to pursue their artistic endeavors. At least one newspaper editor came to hide out from hit men while covering the corruption that took place on the east side of town. Nothing new.

As San Francisco grew, developers moved toward the beach to build homes of a decidedly less mobile nature. With the move to market and sell homes, came the desire to rename the neighborhood (as they figured Carville was a less than marketable name for a neighborhood). On July 4th, 1913, the last of the Carville homes were burned in a controversial fire and the name Carville went up in flames with it.

The book is available at local bookstores, most notably Green Apple Books, or you can order a copy at www.carville-book.com.



ABOVE: An ad from Sacramento-Union, February 12, 1895.

LEFT: A Thomas Nast cartoon from the San Francisco Examiner, 1896.

An Assignment At Carville

By Gilette Burges

From his 1907 novel, *"The Heart Line."*

A Sunday excursion to the beach was the fruit of his first telephonic conversation. There are beaches in other places, indeed, but there is no other Carville-by-the-Sea. This capricious suburb, founded upon the shifting sands of "The Great Highway," as San Francisco's ocean boulevard is named, is a little, freakish hamlet, whose dwellings--one could not seriously call the houses--are built, for the most part, of old street cars. The architecture is of a new order, frivolously inconsequent. According to the owner's fancy, the cars are placed side by side or one atop the other, arranged every way, in fact, except actually standing on end. From single cars, more or less adapted for temporary occupancy, to whimsical residencies, in which the car appears only in rudimentary fragments, a suppressed "motif" suggested by rows of widows or by sliding doors, the owners' taste and originality have had wanton range. Balconies jut from roofs, piazzas inclose sides and fronts, cars are welded together, dovetailed, mortised, added as ells at right angles or used terminally as kitchens to otherwise normal habitations.

Gay P. Summer was, with his room-mate, the proprietor of a car of the more modest breed. It was a weather-worn, blistered, orange-colored affair that had once done service on Mission Street. The cash-box was still affixed to the interior, the platform, shaky as it was, still held; the gong above, though cracked, still rang. There was a partition dividing what they called their living-room, where the seats did service for bunks, from the kitchen, where they were bridged for a table and perforated for cupboards. Here was a shaky canvas arrangement over a plank platform; and beneath, in the sand, was buried a treasure of beer bottles, iron knives, forks and spoons and wooden plates.

Here, unchaperoned and unmolested, save by the wind and sun, Gay P. Summer and Fancy Gray proceeded to get acquainted. They made short work of it.



LEFT: Writer and humorist Gilette Burgess found much inspiration in the neighborhood and featured Carville in two of his novels. Though small, Burgess had a larger than life personality, known to "bellow like a bull," singing cowboy and French revolutionary songs.

The Purple Cow was a poem penned by Burgess that appeared first in the literary magazine, *The Lark*.



The interior of the cars were decorated in a fashion that might look like an episode of the old tv series *The Wild, Wild West*.

ABOVE: Ladies in the "parlor."

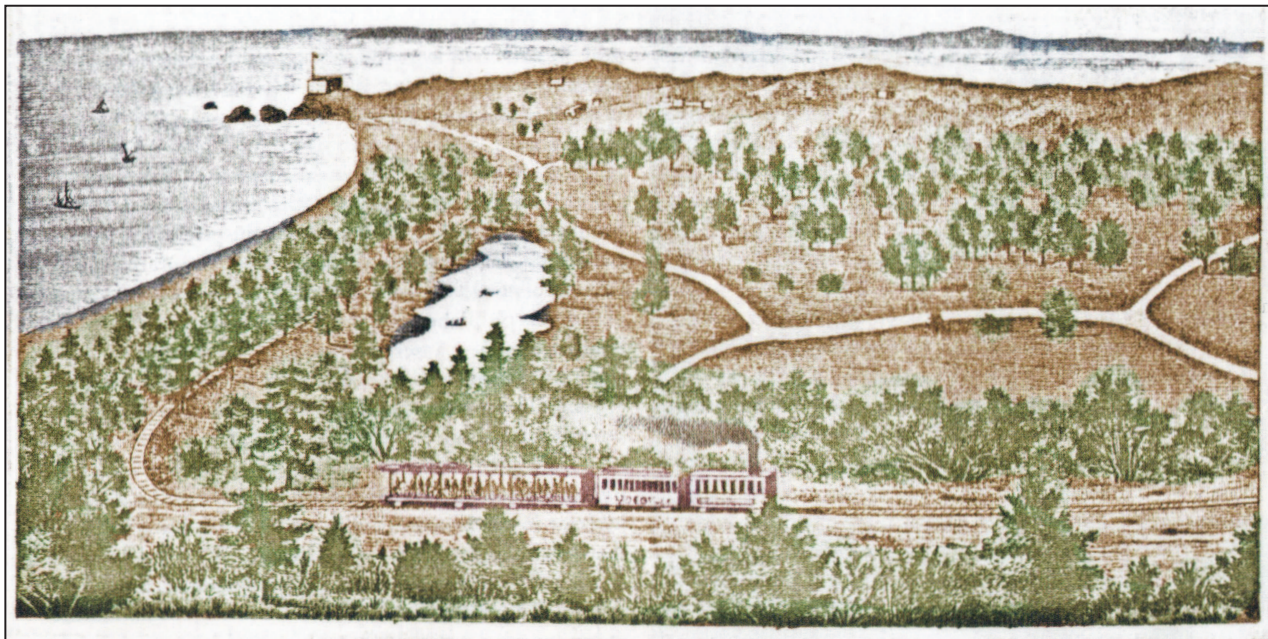


LEFT: Living Room/Dining Room



The Sea Breeze was one of many beach-side watering holes. Others were Mike Sheehans, Baby Smiths, the Surf, the Mc-M, Uncle Tom's Cabin, the Three Accs, the Breakers, Somerset's, Shorty Robert's Sea Breeze and Roberts-at-the-Beach, Dibble's and Murray's





On December 1, 1893 the opening day of the Park and Ocean Railroad, more than 10,000 riders took the trip from Haight and Stanyan streets to Ocean Beach. The shifting dunes often drifted over the tracks in between the hourly runs forcing workers to stop the train and clear the tracks. The original trains were run by steam engines, until 1898 when it was converted to electric trolleys. Prior to this line opening, travel to the city's western shore was no easy task, requiring either a long, long walk or the use of a toll road that cost 50 cents (no small sum in those days)



Colonel Charles Dailey and his wife L.M. Dailey were among the earliest inhabitants of what became Carville. Whether the Colonel was ever in the military is unclear, but he did become a friend of his then much richer neighbor, Adolph Sutro. A visitor the Dailey house once wrote that "the remainder of the furnishings consist primarily of things washed up from the ocean."

The Daileys decorated their home with a variety of bottles, starfish, coral, bird wings, swords, guns and other artifacts

Are There Any Left?



Here you have an exclusive view into the one known remaining Carville home. Located on the 1600 block of The Great Highway. Much of the historical fabric of two cars remains intact. One wall has the wooden benches of the old cable car still built in, where one can recline where passengers in the 1890s sat. You can almost hear the rumble of Market Street. In 1908, Mrs. Minnie V. Collins bought the ocean fronting lot between Lawton and Moraga streets. There she had two cable cars and a horse car joined together and raised on a frame. The interior walls were removed to create a spacious living space. You can't really see the cars from the front of the house, but if you look from the back you can still make out the ends of the cars sticking out of the second floor of the house. In 1997 a new owner took up residence and had no idea what he had bought until it was brought to his attention after the purchase. There may be other surviving remnants from Carville, but none have been documented.



This remnant of Carville survived into the 1960s at 1352-1354 48th Avenue. Comprised of three cars connected to one another. A California style cable car made up the main section. Additions created at either end created a small breakfast nook and a back bedroom. There is no sign of the house today.



You would never notice just walking by, but on the 1600 block of The Great Highway there sits perhaps the last remnant of old Carville. In 1908, Mrs. Minnie V. Collins bought the ocean fronting lot between Lawton and Moraga streets. There she had two cable cars and a horse car joined together and raised on a frame. The interior walls were removed to create a spacious living space.



Laughing Sal Lives! (In a New Video)

The shrill cry of the iconic Laughing Sal echoing through the Richmond fog, or the sounds of kids screaming on a roller coaster... Playland was the type of place of which memories were made. Those who grew up in San Francisco's west side prior to September 4, 1972, when it was ripped down, probably have some fond memories of the amusement park called Playland at the Beach.

Occupying several square blocks along Ocean Beach where the Safeway at the beach in the Richmond district now sits, Playland was simply magical to a kid. My earliest memory was the horror I felt go up my spine when I heard Laughing Sal, a moving, laughing, life-sized stuffed clown, and how funny my dad found my fears. I felt better across the way on the merry-go-round that now sits at the Yerba Buena Center South of Market.

My first real adventurous amusement park ride was with my mom on some type of airplane strapped to a metal pole. We survived. As did countless other people over the some 80 years the park was open. During the 1920's it was open every night of the year until midnight. Try to get a meal at 10:30pm in that neighborhood today.

Playland-starring Laughing Sal-is brought back in a new documentary, "Playland At the Beach,"—the work of native San Franciscan, Tom Wyrsh. An avid collector of film and books related to movie-making, Wyrsh began studying film production in the late 1970s. A close friend of Bob Wilkins and John Stanley of "Creature Features" fame, Wyrsh produced a documentary about the popular Bay Area-based TV series entitled "Watch Horror Films,



Where Memories Were Made: A New Documentary Re-lives Playland-At-The-Beach.



Keep America Strong: A Journey Into Creature Features.”

He worked with Richard Tuck in El Cerrito, designing Playland-not-at-the-Beach, a museum dedicated to the fondly remembered San Francisco amusement park. Wyrsh decided to make his second documentary, “Remembering Playland-at-the-Beach.” It premiered in San Francisco’s Balboa Theater on March 16, 2010 to a sold-out house. Seven more sold-out screenings followed, which led to a week-long Balboa engagement in April. Future screenings in Northern California theaters are now being planned.

You can find the documentary by visiting www.playland-not-at-the-beach.org, or check the Balboa Theater’s website. Not only is it close to the old site, but old photos of the park have been made available for sale and they set up the movie by showing old movie and TV clips that feature Playland. It makes for a good evening. My 13 year-old niece watched intently and then said, “Uncle John, they need to rebuild it.”

Beyond the documentary, take a trip across the bay to El Cerrito and visit the new Playland-Not-at-the-Beach located at 10979 San Pablo Avenue. The place is full of pictures and memorabilia. And if it is games you like, you will have come to the right place. There are over 30 pinball machines spanning seven decades, video games, Penny Arcade machines, carnival games of skill, interactive displays and exhibits, miniature circuses, sideshow exhibits and magic shows.

Open on weekends, although school outings can be arranged. Call first at (510) 932-8966.





JIMMY'S OLD CAR PICNIC

A Gardener's Park Tradition in Peril

by Guy Stilson

For the past 21 Octobers, Jimmy's Old Car Picnic – the best, and maybe the last, home grown, blue collar, working class native San Francisco event left in Golden Gate Park – has brought hundreds of 1972 and older cars, and thousands of spectators, into Golden Gate Park for a day of admiring old cars, picnicking, and spending time with family and friends. The effort, creativity, artistry and craftsmanship that people put into the old cars they bring to the Picnic has caused the Picnic to be referred to as “the biggest art show in the City.”

But Jimmy's Old Car Picnic may be a thing of the past. In 2008, SF's Recreation and Parks Department had a change of management. Whereas the old management had recognized the Picnic's cultural and recreational benefits and co-sponsored the Picnic, the new managers' marching orders seemed to be to accommodate large, money-making, corporate-sponsored events such as Outside Lands and Hardly Strictly Bluegrass, and to discourage smaller local events without significant corporate sponsorship. While Rec & Park had previously charged a reasonable annual permit fee in the area of \$1,500, for 2009 Rec & Park demanded a permit fee of \$9,000.

Started in 1988 by Jimmy O'Keefe, a gardener in Golden Gate Park, and his family and friends, this nonprofit event is operated entirely by unpaid volunteers and raises money for the developmentally disabled.

Over the years, the event has grown in size and popularity. Originally it was just families from San Francisco's Richmond and Sunset Districts that attended, but over the years people came from every neighborhood in San Francisco, bringing their restored show cars, hot rods, low riders, custom cruisers, unfinished projects, and even their daily commuters, if the cars were old enough. Now, people come from all over Northern California, and a few come from Southern California, Nevada and Oregon, to enjoy a picnic amid old cars in a beautiful meadow in Golden Gate Park. In 2006 the San Francisco Board of Supervisors presented a Certificate of Honor to the Old Car Picnic, and in 2007 the San Francisco Recreation and Parks Department presented Jimmy with a Certificate of Appreciation.

The Picnic's volunteer organizers worked hard and raised the money needed for the new permit fee. The 2009 event was perhaps the most successful in the history of the Picnic in terms of attendance, but the greatly increased permit fee meant that the Picnic only had enough net proceeds to make a meager contribution to the charities it supports.

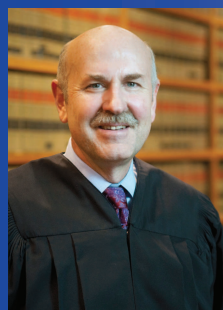
Having failed to discourage the Picnic's organizers with a 500% permit fee increase, for 2010 Rec & Park simply denied the permit entirely. The Picnic's organizers appealed the decision, presented Mayor Newsom with a petition in support of the Picnic



signed by over 1,000 individuals, and a televised appeal hearing was held before the Rec & Park Commission. The Commission has not yet made a decision. The Picnic's organizers have been negotiating with Rec & Park's General Manager, Phil Ginsburg, in the hope that Rec & Park may agree to accommodations that will allow this fine San Francisco tradition to continue. For more information or to find out how you can help, contact SaveJimmysPicnic@aol.com.

Vote June 8th!

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The Guy With The Biggest Light Bill in Town

He's hurting and confused, too

The *Argonaut* was as confused as the next newspaper by the rush on the part of the Board of Supervisors and some under-pressure city officials to beat what the Bay Guardian called a "deadline" to blank-check style authorize some beta form of public power in Frisco.

What was the deadline-- holy smokes, it was the June election in which the Supervisors feared the majority of California voters would agree with a state ballot proposition pushed by the PG&E which would require a solid majority of taxpayers to give their OK before politicians could create a public power body. The Frisco Supervisors weren't just fearful, they were panicked--the city must rush-rush to set up a public power something before the voters decided they should be asked for permission. That sounds a bit like participatory democracy to us, but the Supervisors thought it was some sort of poison.

It was confusing enough that the Supervisors wanted to rush through something called CAA, whatever that may be... but then we read in Matier and Ross, who are acquiring the status of the Congressional Record in this town, that there was a huge kink in this thing called CAA that the Supervisors were rushing to build before the voters said they couldn't -- because the costs of doing that would make power even more expensive from the get go. Say what?

We were even more confused, so we asked the guy with the biggest light bill in town, Ken Cleveland, the executive director of a thing called BOMA, which translates to the Building Owners and Managers Association, the people who mind all those high rise buildings with all the lights burning day and night. They are no-nonsense bottom line managers who don't want to pay more than they have to for electricity, so we asked Ken Cleveland, what's up, Doc? His response: It's not on the June ballot but notice of it may be in your mailbox soon. Though City voters have repeatedly rejected efforts to municipalize San Francisco's electric service, the city is still trying to get into the electricity business through a new proposal that will automatically enroll all San Franciscans as customers of the city run plan--unless they opt out.

It's called Community Choice Aggregation but there isn't really much of a choice--you are automatically enrolled and have a "choice" to get out. The City, more specifically some members of the Board of Supervisors and the City's Public Utilities Commission, say they can purchase power and resell it to city businesses and residents at prices "comparable" to what we now pay PG&E.

The City used to say that they could offer rates less than or at most equal to what PG&E charges. Perhaps based on what they've learned as they began researching the electricity business, they've backed away from "less than or equal to" and are now saying the city's electric rates would be "comparable" to or "similar" to PG&E rates with no hard requirements to protect ratepayers. The City's plan also relaxed the renewable energy requirements that were once a part of the plan, to unenforceable "goals."

The problem for us as consumers is that we won't know what the true cost will be until we're well into the program. And, if the costs are too high or the renewable sources really are not there, we only have a limited time to opt out of the City program or we'll face fees and higher energy costs as penalties for not getting out soon enough. Unfortunately, people will have to decide either before the program begins or within the first 60 days. If they don't, they're automatically enrolled in the city plan and opting out will require these extra fees and penalties.

Ratepayers need to be aware. What may sound like good, clean city power could well mean more expensive power that is not any greener. Those that don't act proactively will end up paying even more for it. As an organization that represents owners of the city's major office buildings in San Francisco, the Building Owners and Managers Association is advising its members to opt out before they get caught up in this risky City-run power play. If the City starts setting your electricity rates, do you really think they're ever going to go down?

Vote


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YES ON A YES ON B

SAN FRANCISCO POLICE OFFICERS ASSOCIATION

Yes On Prop B



Paid for by the Golden Gate Restaurant Association PAC

Yes on A
Yes on B
Yes on C
No on D
Yes on E
Yes on F
Yes on G

Plumbers & Steamfitters
Local 38

DELILAH'S FARM REPORT

Tayberry, The Perfect Berry

We're lucky to have so many neighborhood farmers' markets in San Francisco. Right now we can get the best berries, cherries and other early summer fruits and vegetables fresh picked any day of the week.

And, canning is greatly underrated. Each summer I scour my favorite farmers markets--Civic Center on Wednesday and Sunday, and Fillmore Center on Saturday--for the perfect fruits to make into jams to share with my family and friends throughout the year. It's really so much easier than you may think. And homemade jams make wonderful gifts.

Two years ago I discovered Tayberries from Yerena Farms at the Civic Center Farmers Market. I was ecstatic. This is the perfect berry for jam, pies, and tarts or just for snacking. It has the tart full flavor of a raspberry and the sweetness of a blackberry with minimal seeds and looks like a large, reddish purple blackberry.

According to Wikipedia, "The Tayberry is a cultivated shrub in the genus *Rubus* of the family *Rosaceae* bred in 1962 from a cross between a Blackberry and the red Raspberry at the Scottish Crops Research Institute, Invergowrie, Scotland, by Derek Jennings and David Mason. The fruit is sweeter, much larger, and more aromatic than that of the Loganberry, of similar origin. It is grown for its edible fruits which can be eaten raw, or cooked to make jam or other dishes, with a cropping period from early July to mid-August. It is named after the River Tay in Scotland. Unfortunately, Tayberries do not pick easily by hand and cannot be machine harvested and so they have never become a widely grown berry crop."

The only problem with Tayberries is that they have a short growing season, about 4-6 weeks in late May through June (though Wikipedia says July to mid-August, they are usually found earlier here), and are hard to find. Yerena sells at both Civic Center and the Ferry Building Farmers Markets. These berries are so amazing, that it's worth the effort to find them.

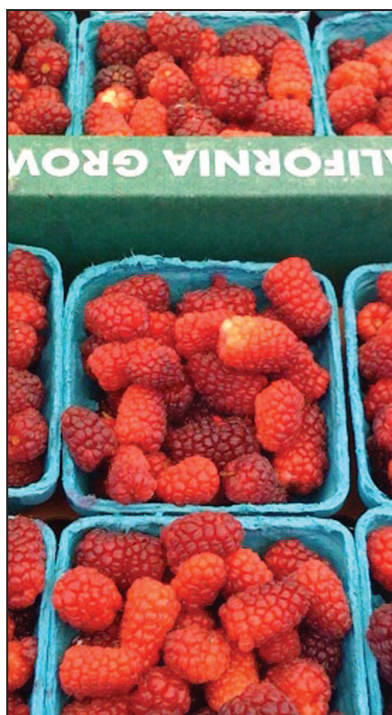
Traditionally jam recipes use almost as much sugar as fruit, so what you taste is sugar. But, I've found that by using 1/3 the normal amount of sugar, the taste of the berries really comes through. Because of the sweetness of the Tayberries, you won't miss the sugar. And, one of my issues with raspberry jam is all of the tiny seeds. That's not a problem with Tayberries. Jams need pectin--a carbohydrate that occurs naturally in fruit--to set, or gel. Some fruits, such as citrus fruits and apples are high in pectin. Fruits which are lower in pectin need help in gelling. When making low sugar jams you can either pair it with a high pectin fruit, add pectin to help set the jam, or cook the jam for a long time to cook it down. Long cooking tends to alter the flavor too much for my taste. I like my jam to taste like the fresh fruit, so I add a natural pectin from Pomona Pectin for my jams, and the recipe below is based on this pectin. You can find Pomona Pectin at most natural food stores such as Rainbow or Whole Foods. There are also low sugar pectins readily available at most grocery stores. If you use another pectin be sure to follow the instructions with the package.

Tayberry Jam

8 cups crushed Tayberries
2 Tbl. Lemon or lime juice
2 2/3 cups sugar
4 tsp. calcium water (comes with the Pomona Pectin)
4 tsp. pectin

Mix the berries, lemon or lime juice and calcium water in a heavy non-reactive pot. Mix the pectin and sugar together and set aside. Bring the fruit to a boil, gradually stir in the sugar/pectin mixture. Stir vigorously for about a minute. When the mixture begins to boil again, remove from heat. Pour mixture into sterilized jars. Process in a hot water bath for 10 minutes. Enjoy!

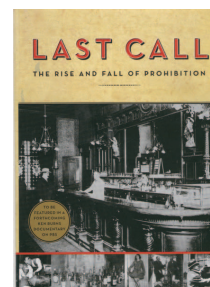
For more of my recipes go to delilahfood.blogspot.com



Last Call

The Rise and Fall of Prohibition

by Daniel Orent



REVIEWED BY PETER BUXTON

This great book starts with a bang. Here is the Prologue: "January 16, 1920. The streets of San Francisco were jammed. A frenzy of cars, trucks, wagons, and every other imaginable form of conveyance crisscrossed the town and battled its steepest hills. Porches, staircase landings, and sidewalks were piled high with boxes and crates delivered on the last possible day before transporting their contents would become illegal... It was a spasm of desperate joy fueled... by great quantities of "bottled sunshine"... Now, on January 16, the sunshine was surrendering to darkness."

There is a problem in reading well-researched books that tackle new, violent, raging eras like Prohibition. If you try to read from page 1 to page 371, you may fade out and never know what you missed. Instead, open it at random when you have time, and read what interests you. Skip to more spots when you have more time, and you will learn about one of America's greatest mistakes.

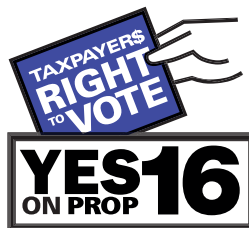
Prohibition put our Grandparents on a path paved with good intentions. They soon met Bootleggers, Hijackers, Rum-Runners, and rich Gangsters. Worse, one fifth of our Federal Revenues came from taxes on liquor, beer, and wine. But, America was the great winner in World War I, and our allies owed huge debts to US banks. After a rough start, we plunged into the Roaring Twenties--and then came 1929!

When FDR ran for President in the Hard Times of 1932, he made "Repeal" a key plank of his campaign. Everyone knew that Prohibition was failing, and Roosevelt got to the head of that parade. He knew that if he won, he would soon have a huge un-budgeted Alcohol Revenue stream to use as he wished! That, of course, is every politician's dream. Then, when FDR led our suffering nation, he spent big money on huge projects that bought voter loyalty--but did not end The Depression. The Depression ended when Hitler started World War II.

That is the beginning and the background of this book that Ken Burns will soon make into a movie about the days when Wine and Beer were as illegal as Marijuana is today. Then, as now, huge fortunes were made by "criminals" who supplied what good people wanted.

"The great lesson of history is that mankind learns nothing from history." - Hegel (1770 - 1831)

Here are the last lines of Last Call: "But Joe Kennedy didn't have to be a bootlegger. After all, nearly everyone else was."

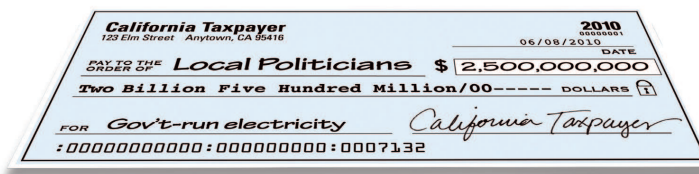


"In San Francisco, local elected officials are rushing a new public power plan forward without a vote of the people, despite the overwhelming rejection of a public power proposal on the November 2008 ballot....Regardless of how you feel about public power, ask yourself: **Should the public have the right to vote before elected officials spend our money entering the electric power business?"**

President and CEO of the Bay Area Council

Coalition for Green Jobs

Contra Costa NAACP



YES on PROP 16

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