

THE SAN FRANCISCO CALL

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ABOUT OUR RAILROADS.

THE British East Indian Government last year directed Mr. Priestly of the Indian Railway Department to examine and report upon railroads and railroad methods in the United States.

The Indian railroads are government ownership enterprises, and as Mr. Priestly's report puts them in contrast with ours, it goes beyond the mere question of operation and rates, and bears directly upon the larger question of private and public ownership.

Under our system as it is, every man does his best unrestrained, and the desire to advance himself by merit causes him to strive solely for the best results, and to accept responsibility. When men learn to put responsibility elsewhere the disposition is to pass it on, so that shirking and inefficiency are concealed as to the point of origin, and are felt only by a progressive decline in the entire business.

He regards railroading in America as a profession practiced to the highest efficiency, in which the man who begins at the bottom may expect to reach the top by industry, fidelity and initiative.

As to rates, Mr. Priestly finds ours the lowest in the world, and says this is brought about by making a rate that will move the traffic and then getting profit by economy in moving it.

The fact is that efficiency keeps pace with compensation under our system, which makes every railway employ the architect of his own fortune.

As commercial enterprises, Mr. Priestly finds our railroads on a scale that has no rival in the world, receiving no partnership protection from the state, and fighting their way to the front by ability alone.

He credits private management with wonderful alertness in seeing a new idea to increase the efficiency, economy and safety of the business.

The study of this report is quite a corrective of prejudices formed at home against our railroad policy and management, and gives rise to the suspicion that we see its faults, which annoy us, more than its virtues, which serve us better than any other people are served by railway administration.

One thing is sure, this blue book obsoletes the arguments heretofore made for government ownership and operation of our railroads.

Oakland has been seeking to discover of late whether a distressing series of midnight hold-ups be not due to practical jokers rather than to footpads.

HEARST ON CONGRESS.

CONGRESSMAN HEARST is using his strangled and syndicated newspapers to destroy the character of the Congress of which he is a member.

In a Washington dispatch to the New York Commercial we get a picture of Mr. Hearst's colors, in a description of his appearance before the Judiciary Committee to read a prepared speech, an hour in time and longitude, on the matter of the coal trust, so called.

As nearly as the committee could make out he was attacking the rate of transportation on coal to seaboard points. He was diverted from his written speech only once, when a member of the committee asked him if he thought the rate was too high, and whether he knew that the roads could get any profit on the service at a

less rate? After sitting down to concentrate his thoughts, the minority said he didn't know, as he was not familiar with the business!

Now we submit that the majority, having found out by this painful cross-examination how much Mr. Hearst doesn't know about the legislation he proposed, should have used his absence of knowledge as the motive for legislation.

These champions of the people who are looking for a Moses should have a show. Mr. Hearst has taken the place in Congress long held by Calamity Weller, who was sent to the House to get a law that would "give the people a more and a fitter currency."

An Oakland police officer was placed under official fire recently for betting on a prize-fight. While the action of the authorities was unquestionably justified, we would have been better pleased if they had made it clearer whether the indictment was idiotic or immoral.

IMPROVING THE GUARDSMEN.

MUCH will probably be accomplished for the benefit of the National Guardsmen of the Pacific Coast during the coming summer.

The California guardsmen who will take part will number at least 2000. Major General MacArthur says that it is his intention to devote fifteen days to the maneuvers.

During the encampment the guardsmen will receive the same pay as the regulars and the same rations, and will in brief, be on even terms with the regulars.

Brigadier General Funston, commander of the Department of the Columbia, announces that the National Guardsmen of Oregon, Washington and Idaho will be mobilized with the regular troops in his department and that they will go into camp near American Lake, in the vicinity of Tacoma, from July 7 to July 21, inclusive of both dates.

As in California, so in the north, the Government provides for the cost of the joint encampment of the guardsmen and the regulars.

This season marks the first annual mobilization of the regulars and the National Guardsmen of the Pacific Coast departments and States.

Regular soldiers are not fashioned without long experience in actual campaigning, but the maneuvers of the months of July and August will be of some permanent value to the guardsmen.

The interesting coincidence has been noticed at Berkeley that the higher an average student steps on the ladder of learning the more he undermines his health and harasses the peace of his friends by the habit of cigarette smoking.

The recent convention of leading educators and State officials to discuss the improvement of normal schools and to advance the standard of excellence which inspires our army of teachers was of such marked intelligence that it should have at least one lasting effect.

The Board of Education has decided that all public school teachers must reside in San Francisco, where they enjoy employment. The decision commends itself from the home rule viewpoint, but will the school board develop it into its natural conclusion and employ only those women that are reared and educated in this city?

Many school teachers in San Francisco are now selected from interior communities.

TALK OF THE TOWN AND TOPICS OF THE TIMES



A Non-Conductor.

There is going the rounds in certain fraternal circles a good story on a certain candidate for initiation into the order of the Mystic Shrine, which recently gave a big celebration at the Mechanics' Pavilion.

The hero of this sketch, however, failed to respond as he should have done to several sudden and well applied shocks of the mysterious current.

They further found out that the candidate had suspected that something might be doing and had, therefore, heeded the forewarning thought.

The Great Luck.

Dr. Irons, surgeon on the steamship Coptic, was swindled into \$1250 the last time he was at Hongkong. He attended the races there with some Standard Oil clerks who owned a horse that was to start that day.

The winner was the horse whose name was printed on the medico's ticket. He was the only man at the track who had played that horse and he cashed the pastebord for \$1250.

The Toiler.

He toiled in the vineyard— "Neath bright skies and gray Singing—'Rest will be sweeter For tolling some day' And thanked God for winter. And blessed him for May. And looked to the light of the morning!

How to Resign.

"Going to resign, are you?" said Assistant Postmaster General Wynne to a indignat person who had been pouring his grief into his ears.

"Rule 1. After receiving the last straw don't do anything for two hours. Above all, don't write anything."

"Rule 2. At the expiration of two hours, write your resignation, and make it as hot as you can. Relieve your feelings and say everything you have been penning up in your breast. Scorch the scoundrel."

"Rule 3. Then go home. Rule 4. The next morning, immediately upon arising, read over your resignation and tear it up. Rule 5. Go to work at the usual hour."

X-Rays and Oysters.

At a time when considerable attention is being paid to the pearl industry of Ceylon, and the Government is taking extensive measures to protect the oyster fisheries there, it is of interest to record a discovery recently communicated to the Paris Academy of Sciences by M. Dubois, relative to using the Roentgen rays to examine the oysters.

Townsend's California Glass fruits and choice candies, on permanent fire-stamped boxes. A nice present for Eastern friends. 715 Market street, above Call building.

MEN and MATTERS IN THE FORE and the WORLD MOVIES



good, old lines, too, with none of the embellishments provided by troupes which have appeared at home in recent years.

May Yohe, old-time favorite of the "halls," is about to return to them, and no doubt there will be a stamped, to see and hear the erstwhile Lady Hope and friend of the Captain Bradley Strong.

From Crocus to Panper.

There is an old adage that when you lose your money you forfeit your friends. Persons of an optimistic tendency decline to credit this reflection upon human nature. They are ill advised.

It is now three years since the catastrophe overtook me. Six and thirty months ago I was in the enjoyment of an income of \$15,000 a year. I occupied a West End mansion in a fashionable square. I kept my horses, my carriages, my steam yacht, and I entertained largely.

Unfortunately for me, my money was invested in speculative concerns, which, however, yielded high dividends, although in justice to myself I must say that they were not of a gambling nature.

On the whole, however, I fared amazingly well—so well, indeed, that I improvidently neglected the elementary precaution of buying a reasonable number of securities to which little or no risk was attached.

Luckily the rainy day was slow in coming. I enjoyed life. In the winter months I followed the sun in my yacht, always in the company of several friends; on occasions I chartered special trains. In a word I was royally extravagant.

The author of "A Daisy Chain" claims the distinction of being the pioneer of women composers so far as comic opera is concerned.

Mrs. Craigie's new play, "A Time to Love," has been written in collaboration with not Murray Carson, her partner in "The Bishop's Move," but Edward Rose, who dramatized "Under the Red Robe" and several other novels.

Under the title of "The Wheat King" a new version—entirely distinct from that produced in the United States—of Frank Norris' novel, "The Pit," is about to be given in London.

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has been ascertained that the popular belief that the nuclei of pearls are formed by minute grains of sand or other particles holds good in but few instances, and that in most cases the pearls or pearly excrescences are produced by the irritation of boring sponges and burrowing worms.

Handling a Canoe.

To give any description of handling a canoe in rapids would be waste of time both for the writer and the reader, says a writer in Country Life in America.

I scarcely envy any one his first attempt at shooting rapids if he suffers as I did. From an overhanging rock I had carefully watched a guide go through the galloping, foaming waters, and then, after emptying my canoe and leaving my watch and other unnecessary articles on shore and putting my heart carefully into my mouth, I made for that noisy little run of water.

LAND AGENT—E. J. W., James Division, Cal. The land agent, coast division, for the Santa Fe, is H. Jones, Topeka, Kans.

Answers to Queries.

POPULATION—G. T. D., Oat Hill, Napa County, Cal. The population of the United States, according to the census of 1900, was 5,308,483.

ST. LOUIS FAIR—G. R. City. There will be issued with the Sunday Call two more St. Louis Fair colored pictures: "The California Building" and "The Building of Varied Arts."

SQUABS—U. D. C., Oakland, Cal. Canker in squabs is caused by conditions and until the conditions are known it is impossible to prescribe a remedy.

THE LETTERS O. K.—Subscriber, City. The letters O. K. in America signify "all right." It is said that the use of these originated with Jacob Astor, the millionaire, who, when asked to approve any matter that was submitted to him, indorsed it O. K., or spoke the letters.

DISTANCES—H. S. City. From Third and Market streets to the Union Iron Works by the most direct route, which is down Third to King, Fourth and Kentucky to Twentieth to the works is 13,000 feet, or nearly two and a half miles; from the same point to Islais Creek, South San Francisco, along the same route is 16,750 feet, or three miles and a fraction less than one-third of a mile; from the same point to Hunters Point drydock, via the same route, getting off on the railroad line at Seventh avenue South and walking east, is 32,000 feet, or a fraction more than six miles.

LYNCH LAW—D. B. F., Oakland, Cal. Lynch law is the infliction of punishment on persons accused of heinous offenses by people not legally authorized to inflict punishment for crime. It is said to have derived its name from John Lynch, a farmer of Carolina, who, about the first of the eighteenth century, exercised summary punishment—lashes, torture and even death, as he saw fit—upon fugitive slaves and criminals, either white or black, who at one time infested the Dismal Swamp and sallied forth from time to time to prey upon the neighboring plantations.

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