

The San Francisco Call

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A MESSAGE TO A GOOD MAYOR

THE CALL sends a rather belated holiday greeting to Mayor Mott of Oakland and congratulates him on his financial nerve. We hope that he will continue to administer his office with his customary aplomb and wax fat, or, at least, fatter. He is like Caesar before the fall and puts away from him the crown, likewise \$12,000 a year.

Mayor Mott has an accurate understanding of the situation. A big public service corporation is preparing to saddle the water consumers of Oakland and neighboring cities with a capitalization of \$40,000,000, being about four times the actual value of the plant. On that criminally inflated capitalization the water-rate payers of Oakland, Berkeley, Alameda and other communities on the Alameda shore will be made to contribute their share.

The ravaged citizens of Alameda County passing in review before the Mayor's tribune might exclaim, "Hail, Caesar Mott! We who are about to give up our substance to the People's Water Company salute you because you have a heart as big as a cow."

Speaking with all seriousness, Mayor Mott's record in office and out of it is a thing of which both he and Oakland have license to be proud. As Mayor he is the antipodes of San Francisco's unbeloved Schmitz. Fancy Schmitz hesitating to choose between \$3000 a year with honor and \$12,000 a year as popularity-maker for a gouging corporation!

Mayor Mott is unquestionably the right man in the right place. May he continue to occupy it as long as he likes.

BUILDING TRADES COUNCIL DOES WELL

IN the labor news department of The Call the following was published yesterday:

Resolved, by Building Trades Council, That the action of Electrical Workers' Union No. 6 in attempting to evade the laws of this council and the present strike of the inside wiremen be and are hereby condemned as illegal and inimical to the building industry and the trades union movement and injurious to the prosperity and peace of the community; and be it further Resolved, That Local Union No. 6 of the I. B. E. W. be directed immediately to cause its members to live up to their own law and the constitution of this council.

These resolutions calling off a strike of the electrical workers are evidence that the governing body of the building trades stands for stability and good faith. It has been a common accusation made by the enemies of organized labor that the unions could not be relied on to keep their engagements. This action by the Building Trades Council, representing probably 40,000 artisans, is proof to the contrary. That body not long ago disciplined the plumbers when they seemed disposed to break faith. Now the electrical workers are told that they must obey the laws of their organization.

Labor unions carry a grave responsibility. The general welfare of the whole community depends on their course. It is nowhere demanded that wages shall be reduced, high wages being the best thing that ever happened, but it is insisted on for the general good that conditions shall be stable and that pledges shall be kept so that calculations for the future may be made with certainty. There is nothing so hurtful to business and industry as uncertainty as to the future. The Building Trades Council vindicates itself and adds to the public respect for the union principle when it disciplines in this wise a constituent organization.

HER INFINITE VARIETY

THE infinite variety of the eternal feminine finds its latest illustration in the holiday festivity of Miss Katharine Hull of Chicago, who, while spending a winter in Colorado, furnished forth a gorgeous Christmas tree for her pet dogs and invited the neighbors to assist at this eccentric function. We would not be understood to intimate that the Christmas tree as popularly understood has either moral or religious significance, but it might seem that an inclusion of the "lower animals" in its privileges is a positive insult to the institution. To be sure, we hazard this suggestion at the imminent peril of being accused by the "unco' guid" Eastern brother of nourishing a degraded race prejudice.

The truth seems to be that the monstrous regiment of idle women, developed by an abounding prosperity, runs either to mischief or silly eccentricity. If they had to earn their own living in some one of the multiplicity of ways now open to them they would not be planning monkey dinners or adorning a Christmas tree on the assumption that pet dogs are part of the family. If they had children to look after they would not be packing around those "Teddy bears," on which it is the fashion to lavish public endearment. If idle hands must find occupation it is perhaps better that it should be silly than mischievous, but it should not be difficult to find some useful occupation.

EVANS SHOULD STAY IN PRISON

A SUBSCRIBER in Stockton writes to The Call concerning the movement to secure a pardon for Chris Evans, train robber, bandit and outlaw. Our correspondent says:

I understand there is an effort being made to secure a pardon for Chris Evans, the notorious outlaw. It is not necessary for me to enumerate the many crimes he has committed or to make mention of the sorrow that he has brought to so many homes, as it is a matter of history. In former years, when an effort has been made to secure a pardon, your editorials declaring

The Statesman From the Interior in Training



a pardon detrimental to the interests of the State have been read and appreciated by all law-abiding citizens and by those who have suffered from his outlawry. Since his incarceration there has not been so much crime in the southern part of the State where he held sway. Before that murder, dynamiting of trains and robbery were quite frequent. If a man with his record is not confined within prison walls, why is it necessary to have a prison?

We do not apprehend that any Governor of California will seriously consider a petition for the pardon of Evans. The movement has no other basis than a vicious, dime-novel sentiment. To encourage that sentiment by official approval would make our executive an accessory before the fact to crime. Action of that sort would be an invitation to the young and impressionable to imitate Evans.

The bandit is very well where he is. He is not in prison because there is any vindictive feeling against him. His punishment was not due to public clamor, but to a cold-blooded policy to make an example that would frighten others from engaging in a career of sensational crime. That is well-settled policy and it should not be stultified by officially raising Evans to the dignity of a pinchbeck hero.

A CURIOSITY OF OFFICIAL DISHONESTY

CONGRESS will probably direct during the present session that all mail matter handled by the railroads for six months from July 1, 1907, to January 1, 1908, shall be weighed and averaged. It is matter of common knowledge that the railroads are now paid a great deal more than they are entitled to on the letter of the mail-carrying contracts. The annual cost of transporting the mails by railroad is at the present time \$45,000,000, and payment is nominally based on the average daily weight carried. The method of arriving at this average is one of the curiosities of official dishonesty.

Representative Murdock, of Kansas, who is a member of the House committee on postoffices and post roads, is authority for the statement that the mails are weighed for 105 days, but the average is struck for ninety days, the Sundays being excluded. That is to say, taking a week as the unit, the total weight carried in seven days is divided by six to get the average. On some routes the Sunday mails are especially heavy and this weight, distributed over the other six days, makes the daily average much too high. Mr. Murdock declares that under this faulty system the Government has been defrauded of \$40,000,000 in the past ten years. What between the abuses of the franking privilege and overpayment of the railroads, it is not surprising that the postoffice budget shows a big deficit.

THE FIREMAN WHO RAN AWAY

CAPTAIN JOHN McFARLAND, commander of the State fire boat Governor Irwin, should be disgraced and dismissed in disgrace. He is employed to fight fire and take the risks incident to that engagement. When a moment of fancied peril arrived he turned tail and ran for safety, leaving a blazing tug to drift about the bay, a menace to the shipping in harbor.

As a matter of fact, there was no real danger, but that is not the point. The San Francisco Fire Department has an honorable record for bravery and the people of the city are proud of that record and hope to see it remain unblemished. The fireman who plays the coward has no place in that department.

Sets Historians Right as to "Human Sail"

EDITOR Call—Sir: In this morning's Examiner an editorial, entitled "The Soul of the American Navy," states that Captain R. Brown placed his men in the rigging to save the ship from the rocks in the hurricane at Apia, Samoa, on March 16, 1888. Captain Brown put the men in the rigging for no such thing. He knew that no human power could save the Trenton from destruction. I was on the spot and here are the facts. About six hours before the Trenton began to drag her anchors the Vandalla had struck the reef and sunk. Her decks were on a level with the sea that swept them. Her crew of 200 men were in the rigging. Forty-three had been swept away and drowned when the

The Smart Set

M R. and Mrs. William G. Irwin have sent out cards for the large tea at which they are to formally introduce their daughter, Miss Helene Irwin, the event to take place on Saturday, January 12, at the handsome Irwin home on the northeast corner of Washington and Laguna streets. The hours will be from 4 to 7 o'clock. A large number of invitations have been issued. Mrs. Irwin and the pretty debutante will be assisted in receiving by a bevy of matrons and young girls.

A meeting of the San Rafael Skating Club was held on Wednesday evening and although the rainy weather kept away a number of the members there was a jolly gathering present. This club was organized by Mrs. George M. Pinckard, Mrs. James Pollis and Miss Ethel Tomkins. There is a membership of 100, among whom are the most select of the dwellers in and near town. They have exclusive use of the San Rafael rink on Wednesday evenings from 8 to 11 o'clock and it is becoming quite the custom for the enthusiastic skaters from this side of the bay who have friends in San Rafael to go across for that evening. There are a number of fine skaters in the club, notably Mrs. James Pollis, whose grace was often spoken of last winter at the Skating Club which flourished under the management of Mrs. J. Downey Harvey. The patronesses of the San Rafael Club are: Mrs. Pinckard, Mrs. Pollis, Miss Tomkins, Mrs. R. Porter Ashe, Mrs. Harrison, Mrs. Dibblee, Mrs. Edward Schmiedel, Mrs. Wyatt Allen, Mrs. Alexander Lilly and Mrs. Latham McMullin. Among those present on Wednesday evening were: Mr. and Mrs. George Martin, Mr. and Mrs. Latham McMullin, Mr. and Mrs. R. D. Girvin, Mr. and Mrs. James Pollis, Mrs. Crook, Mrs. Richard, Mr. and Mrs. Harrison Dibblee, Miss Louise Boyd, Miss Julia Langhorne, Miss Mary Foster, Miss Anna Foster, Miss Lou Foster, Mr. and Mrs. Josiah Howell, Miss Ethel Tomkins, H. Clay Miller, William O'Connor, Eyre Pinckard, Dick Girvin, Jack Hoffman and Southard Hoffman.

This evening comes another of the pleasant little dances of the Saturday Evening Dancing Class, which is to take place in the City of Paris Tea Gardens. There will be as usual a full attendance of the members, who are enthusiastic in regard to this popular organization. The patronesses are Mrs. James Potter Langhorne, Mrs. Wakefield Baker, Mrs. George Ashton, Mrs. Louis F. Montague and Mrs. George Moore.

Mrs. E. Walton Hedges, who is entertaining so charmingly this winter, will be hostess at a dinner on Wednesday evening, January 9, at her home on Broderick street, after which her guests will go on a Chutes party.

Miss Amy Porter will leave on Sunday next for Florida, where she will spend the rest of the winter with a party of friends whom she is to join there. Miss Porter, whose vivacious presence will be greatly missed here, has been living with her mother at Cloyne Court, Berkeley, since the fire.

There is regret at the news of the coming departure of Pay Inspector R. T. M. Barr, U. S. N., who has been here for the past three years, but who is to leave early in February for Philadelphia, where he is ordered as purchasing and disbursing officer for the navy. This is one of the enviable appointments of the navy and Mr. Barr is receiving the congratulations of his friends.

Mr. and Mrs. Andrew Carrigan and their family, who have been living in Jackson street for several years, moved recently to their new home in Walnut street, near Pacific avenue, where they are well situated.

U. S. N., now at the Union Iron Works as inspector of steel. Both were on the Trenton at the time the writer was on the Vandalla. I remain, yours, THOMAS GREEN.

U. S. N. (retired), 920 Haight street, city. San Francisco, Jan. 3, 1907.

The Insider

Explains Why Harriman Wouldn't Want Knight for Senator and Predicts Great Embarrassment for Perkins if California Is Given Another Federal Judgeship

They Are Poking Fun at Johnson

THE decision of Assemblyman Grove L. Johnson to fight every Southern Pacific measure and every desire of Herrin during the coming session of the Legislature may be worrying the old machine, but lieutenants of the big boss are going about saying, "We're well rid of him. He's old and worn out, and everybody knows where he got his orders. What we need is secret service men. Johnson may chase the Ethiopian out of the wood pile occasionally, but he can't hurt us enough to deprive us of what we really want."

A well-known politician said to me the other day: "The railroad looks on the going of Johnson as a loss of part of its reputation, and it still has considerable more reputation of the same kind which it would be glad to lose."

Never Count Jurors Before the Verdict

Predictions that Francis J. Heney will not be able to get a jury to convict either Schmitz or Ruff reminds me of a story that comes from Oregon. The Blue Mountain land fraud case, involving Willard N. Jones, who had already been convicted on another indictment; State Senator Franklin P. Mays and handy man George Sorensen, was up for trial. After the completion of the jury an adjournment was taken, and the defendants and their attorneys left the courtroom together. As they reached the hall William D. Fenton, attorney for Mays, turned to his companions and said in a low, confident tone: "I think we've got two of those jurors."

Some of the persons addressed looked pleased, but not Jones. "You think you've got two, do you?" he said disgustedly. "In my case I was sure I had six, and still I was convicted."

Knight May Be Given Another Retainer

George A. Knight has expressed to his friends a burning desire to succeed United States Senator George C. Perkins two years hence, but so far as I can learn the Alameda diplomat has no cause for alarm. E. H. Harriman may not be over-fond of the Perkins personality, but he realizes that a veteran log-roller who does his work quietly is of far more value to the Harriman interests than a man who, without warning, would occasionally bang a big fist on the table and roar so that everybody could hear him, "I'll see you in Tophet before I do it!"

Furthermore, the Southern Pacific, which is the coast end of the Harriman interests, does not consider that it owes Knight anything. Two years ago when railroad intervention left Knight on a sidetrack while the Harriman-Herrin senatorial special bearing Frank P. Flint as guest of honor went whizzing by on the main line, the Humboldt megaphone made a terrible noise. He insisted that the railroad had given him to understand that it would keep hands off and threatened vengeance on everybody who had a hand in the game that brought about his defeat. The woods were full of loud, harsh sounds for a week or more; then suddenly the clamor was "heard to cease." Knight is now attorney for the Pacific Mail, a Harriman corporation, with a retaining fee of \$6000 a year and fees whenever there is any work to do. I am reliably informed that Knight received his attorneyship shortly after he was beaten for the senatorship and about the time that he stopped making those dire threats of vengeance. It is possible that his next campaign may bring something fruitful his way, but inspired politicians tell me it will not be a seat in the United States Senate.

Perkins Must Now Unwind Himself

Members of the Federal brigade inform me that the plan to give California another Federal Judge is to be revived, and will soon be brought up again in Congress. Two years ago, when the same plan was broached, Perkins found himself in a tangle. The Harriman interests, represented by William F. Herrin, wanted former Supreme Judge W. C. Van Fleet named for the place to be created; but Perkins, before learning of this, had been unusually indiscreet and had promised his support to Fred S. Stratton, present collector of the port. To add to the troubles of Perkins the President wanted neither, but insisted that the plum go to Victor H. Metcalf, who prefers a life judgeship to being temporarily a japped ornament in a presidential cabinet. In the spaces among three stools everybody fell to the floor. Now that the question is to come up once more politicians are wondering how it is going to end. Van Fleet, Stratton and Metcalf will bob up again, and Perkins will have to put his nimble wits to the test if he counts upon riding himself of his ropes without losing influence either in California or Washington.

Metcalf Did Not Tell Teddy All

It is told quietly in political circles that Perkins has been trying to sidetrack Metcalf, presumably with a view to getting him out of the scramble for the yet uncreated Federal judgeship. Not long after John Garber had been offered the position of canal commissioner and had declined it Perkins called at the White House. Despite the chill that Perkins brought in with him, the head of the spelling class greeted him warmly.

"Sorry Mr. Garber didn't see fit to take that place," said the President. "Good man, wasn't he?"

"Excellent," replied Perkins. "Unquestioned integrity and wonderful ability. You couldn't have selected a more capable man. Just to prove how able he is I need only to mention that whenever the railroad out our way has any critical litigation on hand it always hires Garber."

The President's jaw fell. He was speechless for a moment, but recovered himself with an exclamation no longer officially spelled in the old way and said indignantly, "Metcalf did not tell me that."

It was neat work on the part of Perkins, but the effect was only temporary. According to my informants the Japanese report made Metcalf stronger than ever, and if he insists on a judgeship he will get one, provided, of course, that the President gets a chance to appoint. Another tug-of-war may mean another postponement, and Roosevelt is not going to hold office forever.

Personal Mention

E. T. Barnette of Seattle is at the St. Francis.

Leo Well of New York is at the Majestic Annex.

C. D. Cutts of Carson, Nev., is staying at the Jefferson.

George L. Hoxie of Fresno is registered at the Majestic.

O. M. Rankin of Portland is registered at the Jefferson.

J. H. Seek and Mrs. Seek of Chicago are at the St. Francis.

G. L. Campbell of Portland is staying at the St. Francis.

A. E. Boynton of Oroville is registered at the St. Francis.

D. A. Wales and R. J. Morris of Detroit are at the Jefferson.

L. M. Starr and Mrs. Starr are at the Jefferson from Portland.

William Bayley of Los Angeles is registered at the St. Francis.

Ezra Bowen and family are at the St. Francis from Santa Cruz.

M. Hoveck, a mining man of Los Angeles, is at the St. Francis.

Oscar Brown of Vancouver arrived yesterday at the St. Francis.

Anton Hekking, the cellist, and Michael Kellner are at the Palace.

S. J. Freedman and Mrs. Freedman of New York are at the Dorchester.

W. W. Emery and Mrs. Emery of Winlock, Wash., are staying at the Majestic.

Lewis T. Stone and Mrs. Stone of New York are staying at the Majestic Annex.

Townsend's Cal. glass fruits and candies at Emporium, Post and Van Ness, 1250 Sutter st. and 1208 and 1220 Valencia st.

Gossip of Doings of Railroad Men

E. S. Kelley has been appointed freight traffic manager of the Chicago, Milwaukee and St. Paul. He was formerly its general freight agent and the place which has been made vacant by his promotion will be taken by H. E. Pierpont. Kelley has paid several visits to San Francisco.

A movement is on foot to restore the old system which caused so much protest among the orange shippers of Southern California, of charging \$2 per car for making diversions and to extend the charge to take in all classes of freight, whether perishable or not. It is proposed to restrict the present arrangement of making diversions within forty-eight hours after the arrival of cars at original destinations, charging the local rates in cases where the time limit has expired. In addition to this, an arbitrary distance tariff of half a cent for each ten miles for branch line hauls is suggested.

F. W. Thompson, general agent of the Rock Island-Frisco lines, has left for the southern part of the State to look after orange business.

Dr. F. K. Ainsworth, chief surgeon of the Southern Pacific, is in New York making a thorough inspection of the hospitals of the Empire City.

Edward M. Cousin has been appointed general freight and passenger agent of the Tehuantepec National Railway Company at Rincon Antonio, in the State of Oaxaca. Cousin is an old Southern Pacific man and formerly lived in this city.

Peter Harvey of the Baltimore and Ohio has returned from the southern part of the State.