

The San Francisco Call

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THE FIVE-CENTS-A-TON TOLL ON FREIGHT

THE question of the five-cents-a-ton toll levied by the Southern Pacific Company on all freight for San Francisco may be complicated in some degree by the past ruling of the Interstate Commerce Commission on interior freight rates as compared with those made for coast cities where there is water competition.

The Southern Pacific Company charges an extra five cents a ton on all freight for San Francisco over its coast line. The reason alleged for making this charge is that all San Francisco freight that crosses the bay pays five cents a ton wharfage, and although shipments arriving here by way of the peninsula pay no such charge, yet the tolls are added to equalize San Francisco rates on all railroads.

If the argument be advanced that geographical considerations alone should govern, it may be urged that this rule is set aside by the Interstate Commerce Commission in the case of Denver and Spokane and other interior cities that are out of touch with ocean transportation.

The regulation of rates, therefore, is not always a question of distance or routes; sometimes other considerations must be taken into account.

The question then arises, Are there any such considerations arising in the case of freight carried by the coast road as compared with that passing over the San Francisco water front? As far as we know, no such argument can be advanced.

There is no reason that we have seen advanced why the coast line and the shippers by that route should not have the full benefit of the geographical advantages naturally belonging to that road. It is characteristic of the railroads that when a question of this kind comes up they solve it in their own interest and put the whole load on the public.

BRYAN'S EAR TO THE GROUND

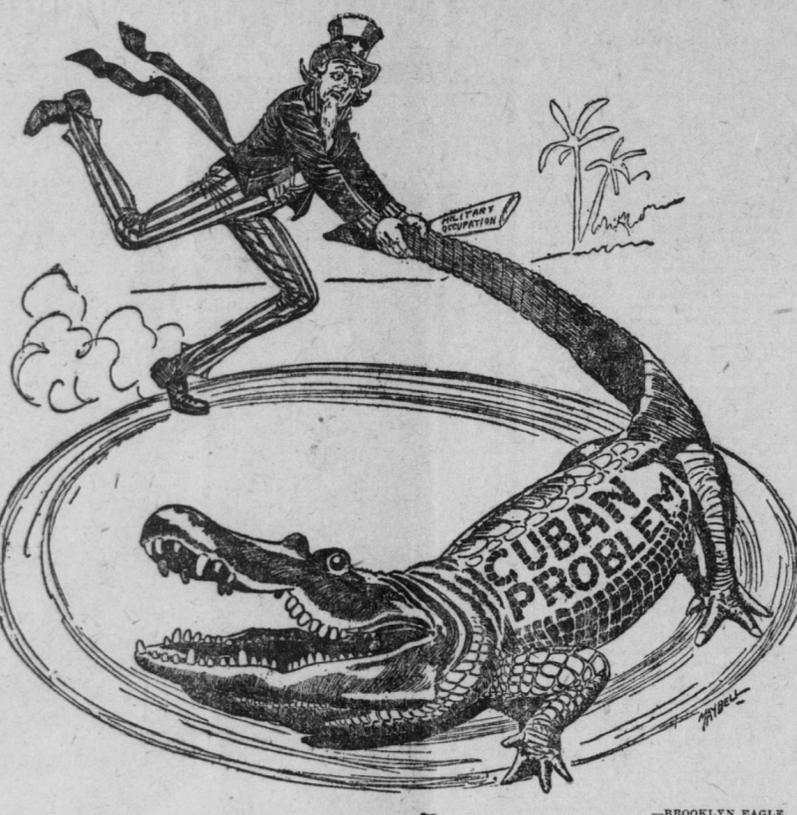
SAN FRANCISCO was pleased to welcome the "Great Commoner" to her brickpile and was glad to hear him say that the pleasure was mutual. Mr. Bryan indeed was so happy about our evident prosperity that to signalize the occasion he brought out one of his best jokes, San Francisco rejoices in the compliment rather than the joke, because, in fact, Mr. Bryan in some degree resembles the Scot—not Mr. Gavin McNab—who complained that he joked "wi' deeficulty."

Our admiration for Mr. Bryan is not lessened but rather increased by the perseverance with which he held his ear to the ground and kept his mouth shut on the Japanese exclusion question. Judge Coffey, being the terrible child of the occasion, insisted on putting questions that might elicit a statesmanlike opinion on this burning issue, but Mr. Bryan could not be drawn.

JAPANESE ARE NOT POPULAR

THE Japanese do not make pleasant neighbors, and the Chinese are discovering this fact for themselves. "Cocky" and "tricky" are adjectives that seem to fit the contemporary Japanese frame of mind. The Japs are behaving in Manchuria as if they had conquered the Chinese as well as the Russians, and as a consequence they are getting themselves thoroughly disliked.

He Can't Let Go



—BROOKLYN EAGLE.

they came to make a political propaganda, and were, in fact, agents of the Japanese Government.

Again, when China held its army maneuvers last fall the foreign powers were each invited to send three army officers as military observers. Russia asked leave to send four, but to this the Japanese vigorously objected, and the request was denied.

Japan may have to reckon with a coalition between China and Russia in the next war. It is quite clear that the Japanese are spoiling for a fight with somebody and are with difficulty held in check by their Government, chiefly for financial reasons.

The Smart Set

MRS. HYDE-SMITH was the hostess at a luncheon yesterday at the Palace Hotel in honor of Miss Helene Irwin. As Mrs. Hyde-Smith was unable to appear the party was chaperoned by Mrs. Robert Oxnard.

there as her guests at luncheon Mrs. T. C. Van Ness and Mrs. J. O. Lincoln. Mrs. Roy McCabe was the hostess at a charming luncheon at the Palace Hotel on Saturday last, at which she entertained a number of guests.

Miss Sara Drum was the hostess at a luncheon yesterday at the Palace Hotel in honor of Mrs. John Taylor (formerly Miss Delany Van Ness), who is being feted by her many friends here.

The engagement is announced of Miss Reine Well and Daniel Marx. They will receive their friends on Sunday, February 3, at the home of Mr. and Mrs. J. L. Rosenthal, 1864 Pacific avenue.

Mrs. John P. Young entertained at one of the pleasantest of the winter's bridge parties yesterday afternoon at her home on California street, eight tables of guests being present.

Mr. and Mrs. Frederick Parsons Tatum (formerly Miss Miriam Thomson), whose wedding was celebrated in Berkeley on Friday last, left on Saturday for their honeymoon trip to Honolulu, and expect to be absent about a month.

Mrs. John P. Young entertained at one of the pleasantest of the winter's bridge parties yesterday afternoon at her home on California street, eight tables of guests being present.

News comes from Santa Barbara of the christening there last week at the old mission of the little son of Mr. and Mrs. James Bishop of this city, who are at present staying at the Bishop ranch at Goleta.

Miss Susan Ertz and Miss Blossom Ertz, who have been living at Bushnell Place, Berkeley, since the fire, will leave in day or two for New York, where they will spend three or four months as the guests of friends and relatives.

Mrs. James McKee Spaulding (formerly Miss George Lacr), who arrived early in the fall from her home in the Hawaiian Islands and has been spending several months in Los Angeles, is the guest of her mother, Mrs. T. J. P. Lacy, at the latter's home on Sola street.

Miss Kate Herrin and Miss Alice Herrin entertained at an informal dinner at their home last night on Broadway, after which they and their guests attended the Monday Night Skating Club. Those who dined with them were Mr. and Mrs. Thomas Eastland, Emerson Warfield and Baldwin Wood.

Mrs. Charles G. Lathrop gave a luncheon on Saturday last at her home, Alva Vista, Stanford University, in honor of Miss Olga Meyer of Menlo Park, who has announced her engagement, and Miss Barbara Reid of Berkeley, a niece of Mrs. Lathrop. Those present were: Miss Alice Meyer, Miss Barbara Reid, Miss Olga Meyer, Miss Elsie Branner, Miss Frances Coon, Miss Albert Whisman, Miss Minna Stillman, Miss Ruth Maddox, Miss Hazel Maddox, Miss Elizabeth Russell and Miss Ida Wickson.

Mrs. William H. Howard, who recently arrived here from Boston, and is being welcomed back by her many friends, is staying at the Palace Hotel for the present. Yesterday she had

The wedding of Miss Johanne G. Hanlon and John Huff was celebrated yesterday afternoon at 4 o'clock at

Personal Mention

- C. D. Bowles of Seattle is at the St. Francis.
J. H. Black of New York is at the Majestic.
E. L. Hoover of Hollywood is at the Jefferson.
J. F. Condon is at the Jefferson from Verdi, Nev.
J. Thomas Moore of Philadelphia is at the Majestic.
C. B. Kendall of Boston is registered at the Dorchester.
R. N. Bode and Mrs. Bode of St. Louis are at the Jefferson.
T. S. Alexander and Mrs. Alexander of Los Angeles are at the St. Francis.
R. H. Creswell and Mrs. Creswell are at the St. Francis from Vancouver.
Charles Weir, Fred R. Harris and E. W. Davies of Los Angeles are at the Palace.
W. H. Barker, Mrs. Barker and Miss Barker of Vancouver are at the Dorchester.
N. P. Chipman, president of the State Board of Trade, is at the Jefferson from Sacramento.
C. S. Sargent, a mining man of Fairbanks, Alaska, and Mrs. Sargent are at the St. Francis.
Mrs. H. M. Yerington, wife of H. M. Yerington of the Virginia and Truckee Railroad, and her son, E. B. Yerington, are at the Palace.

In the Joke World

- Wife—Why do you always sit at the piano, David? You know you can't play a note.
David—Neither can any one else while I am here.—Punch.
The Caller—Am I overstaying my time, Miss Agnes?
The Caller—I'm sure I don't know, Mr. Lingerlong. How much time did you allow yourself?—Chicago Tribune.
"The smallest person who ever lived is dead."
"You mean Tom Thumb?"
"No-o, let's see, his name was—"
"O-h, you mean Russell Sage?"—Houston Post.
"Do you move in the same circle with her?"
"Should say not," replied the sweet thing with a dimple. "We wouldn't ever live in the same square with her."—Milwaukee Sentinel.
"Ever notice at a women's gathering how guilty the other women look while the bride and groom are talking about her or not?"—Louisville Courier-Journal.

Suggestions for Distribution of Relief Fund Surplus

WITH sympathy for the refugees and ingenious schemes for disposing of the \$4,000,000 surplus which the Relief and Red Cross Funds Corporation has on hand, readers of The Call are still responding to the invitation made by this paper for possible solutions of the question of the distribution of the fund.

1219 Mission street—Do away with the red tape; get some people to handle the funds who are not so "smart" nor so hard to approach as the present board, and give every one who can prove his worth enough to put him where he was at the time of the fire.

E. B. Sugarman, 48 Duboce avenue—Use \$1,000,000 for the relief of those in immediate need; apply the remaining \$3,000,000 to a "tree loan fund," to be for the benefit of heads of families who wish to build homes. The loans made to be repaid in installments.

George Bronson, Oakland—Distribute the \$4,000,000 among all the sufferers by the fire, building decent homes for them.

A Refugee, 1571 Nineteenth avenue—If there is no need for the money keep it as a reserve fund for future disaster emergencies, or give it now to those who request aid.

H. M. Hart, 630 Tennessee street—Use part of the sum for building houses for the needy and distribute the balance pro rata among those who lost in the fire.

E. J. Frisk, 1034A Shotwell street—Use the relief fund within the limits of the city only; expend it in cleaning streets and parks and building homes for the worthy or establish them in business.

Albert Walters, Newman—Let the question of the refugees becoming self-supporting adjust itself as did the problem of the employment of discharged soldiers after the Civil War.

Mrs. Hauns, San Ramon—Spend part of the \$4,000,000 to furnish fuel to the suffering refugees.

A. B. W., 1183 Montgomery avenue—Spend \$1,000,000 in repaving the streets of the burned district, \$2,000,000 for the rebuilding of schools, \$500,000 for the restoration of parks and \$500,000 for a free hospital for the poor and needy.

George B. Watsonville—The money belongs to the refugees; it should be given outright to them instead of being loaned.

Mrs. E. M. B., Healdsburg—Use \$2,000,000 for the building of homes to be sold on installments, apply \$1,000,000 to the erection of a "homey" boarding-house for wage-earning girls and women and use the remainder to assist the aged and helpless.

A. G. M., 1825A Sutter street—The \$4,000,000 should be used in building homes for the needy, restoring the public parks, cleaning and repairing the streets, rebuilding the schools and constructing and maintaining a hospital.

J. E. B., San Francisco—Make a thorough but not too searching investigation of those making claims and expend the money by relieving the distress of these persons.

J. B. Britte, Livermore—Place 50 per cent of the fund in investments for the purpose of relieving subsequent need, return 25 per cent to the Red Cross Society and apply 25 per cent to relieving existing distress.

Harry Litz, 3421 1/2 Mission street—Let the Relief Corporation deal out carefully to the homeless poor until the remaining few millions have fulfilled the mission of their donors.

W. H. Byers, 18 Saddle street, Santa Cruz—Use \$1,000,000 for building homes and \$3,000,000 for establishing factories where refugees may work.

Gossip of the Doings of Railroad Men

He was young and he was ambitious to shine in the world of letters. His superior had acquired much fame as an orator and also as a litterateur, and the youth was desirous of following in his footsteps.

Speaks a Word for United Railroads

Editor of The Call—Sir: About a year ago, I remember, Professor H. Morse Stephens remarked in a lecture that "public opinion is the backbone of the present."

The aspiring litterateur went at the work with a will. He covered a page after page of foolscap with adjectives illustrative of the bravery of the populace. He closed the article with these memorable words: "Never did the herculean labors of San Francisco's noble citizens daunt their spirits or crush the chivalry that is in every man born under our azure, unlighted skies."

Whatever our grievances may be, we have no right to inflict our feelings on the conductors and motormen. We have seen intelligent, refined-looking conductors subjected to ridicule and insults because they insisted on collecting fares. Every man and woman ought to bear in mind that it is counted against a conductor when he does not make a showing for his trip.

V. H. Bancroft has appointed E. W. Newcomb signal engineer and head of the signal department for the Oregon Short Line, the Southern Pacific lines east of Sparks and the Union Pacific lines west of Green River.

A little more patience, faith and encouragement and less growling and fault finding will, I am sure, have the desired effect. I beg to remain, yours sincerely, E. D. M. San Francisco, Jan. 27, 1907.

H. M. Huff, who was one of the freight contracting agents on the Traders' Dispatch, has entered the service of the United Railroads. He will look after the shipments of the new street cars.

he has been appointed assistant general passenger agent of the Union Pacific. Few men in the railroad business are so favorably known as Murray. His name is probably no railroad man who has no large an acquaintance with theatrical men.

The Santa Fe is rushing men and material to the Franklin tunnel and a report received yesterday from Chief Engineer Storey, who is personally superintending the repair work, was to the effect that the work was progressing satisfactorily.

J. H. Wallace, assistant chief engineer of the Southern Pacific, left yesterday for the southern part of the State on an inspection trip. Word was received from the hospital yesterday that R. X. Ryan was on the fair road to recovery.