

The San Francisco Call

JOHN D. SPRECKELS, Proprietor
CHARLES W. HORNICK, General Manager
ERNEST S. SIMPSON, Managing Editor

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BUSINESS OFFICE—Market and Third Streets, San Francisco
Open Until 11 O'clock Every Night in the Year.

EDITORIAL ROOMS—Market and Third Streets

MAIN CITY BRANCH—1651 Fillmore Street, Near Post

OAKLAND OFFICE—1016 Broadway—Telephone Oakland 1083

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SUBSCRIPTION RATES
Delivered by Carrier, 20 Cents Per Week. 75 Cents Per Month. Single Copies 5 Cents.

Terms by Mail, Including Postage (Cash With Order):
DAILY CALL (including Sunday), 1 year.....\$5.00

DAILY CALL (including Sunday), 6 months.....\$4.00

DAILY CALL—By single month.....75c

SUNDAY CALL, 1 year.....2.50

WEEKLY CALL, 1 year.....1.00

FOREIGN POSTAGE Daily.....\$8.00 Per Year Extra

Postage Sunday.....4.15 Per Year Extra

Weekly.....1.00 Per Year Extra

Entered at the United States Postoffice as Second Class Matter.

ALL POSTMASTERS ARE AUTHORIZED TO RECEIVE SUBSCRIPTIONS.

Sample Copies Will Be Forwarded When Requested.

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SCATTERING OF THE CAPTAINS

THE captain of industry finds no rest for the sole of his foot. Anywhere from Manila to Cairo, from Toledo to Goldfield, he is scattered over the face of the earth, but all his roads lead to San Francisco, where is the captain's desk. Mr. Abram K. Dewiler appears to have the largest circulation. He has hit the long trail from Africa's burning sands to the green fields of Ohio. He is in New York, he is in Kalamazoo, he is in Toledo, and he is still running. Theodore Halsey, whose social gifts came into play to make a liberal education for local statesmen, is on his way, a compulsory Asiatic immigrant—not excluded. It is likely to prove here in San Francisco a most recherche reunion of telephone captains, all busy now.

In these piping times no social function is complete without its shadow. Not in the society columns of the newspapers are their comings and their goings noted, but in the doomsday book of the inexorable Burns. It never was good form in the best society to put the embarrassing question, "Where were you last night?" but nowadays the inquiry may be met with the sufficing precept, "Ask Burns." The all-seeing eye is upon every man of them. They are under watch and ward, and, like Lady Macbeth, have discovered that "life's but a walking shadow."

The public is invited to view the Schmitz closet after the removal of the skeleton. It is lined with plush and three feet long. That was presumably the Mayor's estimate of the potentialities of his opportunity. He expected to measure the long green by the cubic foot. It is not impossible that his estimate was inspired by his appetite, but we shall never know what might have happened had not Hency and Burns intervened. The dimensions of the box should now be an inspiration to the Mayor's lawyers. Tainted money or ill-gotten gains never come amiss to the profession, and, in view of the size of the box they should insist on payment by the foot.

AN EXPERIMENT IN CITY GOVERNMENT

THE Galveston experiment in municipal government appears to work admirably by all accounts. In that city after the disaster that destroyed so much property and life they remodeled the municipal form of government by putting control in the hands of a commission composed of heads of departments. The townspeople selected five good business men of known integrity and put the whole city government in their hands. The salaries paid were small, and the Commissioners were not expected to give their whole time to the work.

The old plan of having a Mayor and Aldermen was superseded, and government was reduced to its simplest and most economical form. The result has been to rehabilitate the municipal finances, notwithstanding the need of expensive repairs and the vast work made necessary by the great flood.

San Francisco is in somewhat similar case with Galveston. Our city government has stood still for a year in the hands of dishonest incapables. There is the same need of economy and the careful use of funds for rehabilitation of the streets and public buildings. Yet we shall not follow Galveston's example in changing the form of government, because we could not if we would, owing to the ironclad limitations of the charter. At the same time, the men who have been the government remain such only in name. They must do what they are told, and they will.

As for the Galveston experiment, there is no magic in forms of government. It is in all cases a question of the personnel. Good government is a matter of course where the officials are honest and intelligent. A commission of five men like Schmitz would have robbed Galveston naked.

A REMARKABLE POLITICAL EVOLUTION

A REMARKABLE extension of powers of the Interstate Commerce Commission is proposed by railroad presidents. Mr. Harriman indicates it vaguely under the name of "co-operation." President Yoakum of the Rock Island system is more specific, and recommends that the traffic managers of the railroads act in conjunction with agents of the Interstate Commission in an advisory capacity to fix rates and, in a general way, supervise operations in so far as they affect the shipping and traveling public. Recent dispatches indicate that the commission is considering the appointment of such agents, to be stationed in the great transportation centers.

The idea is not altogether new. For instance, Judge William F. Gaynor, the distinguished New York jurist, wrote not long ago:

My own view, which I express with diffidence, is that it is only necessary for Government to appoint the general freight agent of every railroad, for he could stop all rate favoritism at once. It would not be his office to fix the schedule of rates, but only to see that every one paid the schedule rate, no more and no less. The summary dismissal by him of any local agent who gave a false rate and his criminal prosecution by Government would soon destroy the evil.

Some at once cry out that there is no law for this, or that it is unconstitutional, as though our laws and constitutions were like those of the Medes and Persians, never to be changed. Laws and constitutions must be changed to conform to changed conditions. Lincoln said a political constitution should not outlast a generation in its entirety. Macaulay says of the British constitution that, though it is constantly changing, there never was an instant of time when the chief part of it was not old.

Nevertheless the appointment of Interstate Traffic Commissioners as proposed by Mr. Yoakum is a very striking innovation. The practice hitherto has been to confine the scope of the Interstate Commission to quasi-judicial functions. It is now proposed to give the body executive powers. Hitherto the commission had power

Abe Asks for Help



to pass on acts already done and order changes of established practice. It is proposed now to give the Commissioners or their agents powers of initiative that would in a large degree put the administration of railroad business in the hands of the Government. Mr. Yoakum's proposition does not go as far as Judge Gaynor suggests. He would not give the commission's agents power to make rates, but only to report and advise the central body; but if a beginning is made it is evident that progress in the direction of Judge Gaynor's proposition is inevitable. It would be Government operation without Government ownership, and it offers a remarkable instance of political evolution. Two years ago the railroad people regarded the Interstate Commission as an enemy; now they are embracing this institution with enthusiasm.

MORE WORK FOR THE GRAND JURY

IF the Grand Jury can spare a little time it would be well expended on the investigation of the pernicious activities of Gray Bros., the quarrymen, who are pulling down homes, undermining street grades and generally destroying Telegraph Hill. It will be worth while to discover where this firm gets protection from the enforcement of city ordinances. Former Boards of Supervisors used all their powers to hold these contractors in check, but their endeavors in this regard never seemed to have much effect. The blasting and excavation went on just the same. The only possible explanation is that the municipal executive interfered to protect the law breakers and called off the police. This condition makes it a proper subject for investigation by the Grand Jury.

The public opinion of San Francisco is agreed that Telegraph Hill ought to be preserved as a picturesque landmark and converted into a public park. If Gray Bros. are permitted to go on blasting there will in time be nothing left of the hill but a hole in the ground.

NOTE AND COMMENT

That soul-weighing machine will not be subjected to the supreme test until it is tried on \$11,250 Sam Davis.

J. J. Hill has assured the Minnesota Senate that freight rates will go up. Possibly the \$7,000,000 that Louis Hill lost was not all stage money.

The facility with which Miss Isabel McReynolds breaks into print as an amateur is full of promise for a successful professional career.

The thirty-seventh California Legislature was a disappointment to its few admirers. Two days after it adjourned a bit of gold was discovered at Sacramento only ninety feet below the surface.

Mr. Calhoun may be coming, but if so it is on the same kind of schedule employed in the running of United Railroads streetcars, which start when they get ready and arrive, if ever, according to the pleasure of Providence.

It is a pretty story that the Mayor tells about keeping his trusty violin in the secret strong box under the carpet. The fact that no violin could possibly be crowded into the receptacle only proves the fertility of the Mayor's imagination.

In the Joke World

Johnson was compiling the first list of words with meanings. "But," we inquired, "why don't you get up a dictionary of the things people didn't mean?" Glimpsing the enormity of the task, he incontinently fled.—New York Sun. "Do you think that your speech will have any effect on the options of Congress?" "No," answered the statesman, "but it will help to strengthen the convictions of my constituents that I am a profound and discriminating thinker."—Washington Star.

The Dad—My son, I want to tell you that the secret of success, as it must be of any man's, is hard work. I—The Son—Sh! Dad, I don't care to hear other people's secrets, and I am too much of a gentleman to take advantage of information gained that way. Say no more.—Cleveland Leader.

"Jimmy's got a great scheme to get out of school when the days are fit for skating." "How does he work it?" "He goes out an' washes his face, an' the teacher thinks he's ill an' sends him home."—Tit-Bits.

Father—Young Upperton is going to propose for your hand soon. Daughter—How do you know? Father—I hear he has been making inquiries as to my financial standing.—Illustrated Bits.

"What a great disappointment that was!" exclaimed Miss Notrumper. "In what way?" "He was spoken of as a bridge expert, and he proves to be nothing but a famous engineer."—Washington Star.

Personal Mention

Mr. and Mrs. J. Lindley of Utica, N. Y., are at the Imperial.

Mr. and Mrs. Stanley Plummer of Dexter, Me., are at the Savoy.

Charles S. Lilly, a wealthy merchant of Indianapolis, is at the Palace.

Mr. and Mrs. W. P. Cunningham of Los Angeles are at the St. Francis.

R. K. Outremont of Brussels and G. Vivario of Liege are at the Hamlin.

Chester T. Lowe, a prominent banker of Tacoma, is registered at the Palace.

L. G. Kellogg of Honolulu, prominent in the island Territory, is at the Jefferson.

C. M. Lewis, a newspaper man of Hollister, and Mrs. Lewis are at the Jefferson.

J. C. Van de Water, a large woolen goods manufacturer of New York, is at the Palace.

E. M. Lyon and E. S. Moulton of Redlands were among the arrivals yesterday at the Hamlin.

H. L. Stanton, prominent in business circles of Chicago, registered at the Jefferson yesterday.

R. G. Laws, a mine operator of Tonopah, accompanied by his wife, arrived at the St. Francis yesterday.

J. M. Fenwick, head bookkeeper for George Wingfield, the Goldfield mine owner, is in town and registered at the St. Francis.

James M. Carpenter Jr., one of the wealthy real estate operators of St. Louis, is at the St. Francis with his wife and two sons.

F. S. Richards of Salt Lake, brother of the Governor of Utah of that name, and himself one of the foremost attorneys of the Mormon capital, is at the Hamlin.

Gossip of the Doings of Railroad Men

Henry Avila of the Union Pacific, as is well known to all people who have any knowledge of the history of our State, belongs to a distinguished Spanish family, and it is believed in railroad circles that the original Avila, who was with Cortez when conquering Mexico, was that great warrior's master of transportation and paid particular attention to the commissary department. Henry is also agent for the Cunard line and expects to sell a great number of tickets to patriotic sons of Erin who are thinking of making the round trip to the Dublin Exposition for \$200. Henry, with an idea of business, is now arrayed in garments which would win the heart of any Irishman. His suit has a thread of green running through it, his shirt has delicate sprays of shamrock, his socks are green and his necktie vies in the brilliancy of its emerald hue with those worn by that other eminent transportation man—Thornwell Mullally.

A meeting of the Transcontinental Passenger Association has been called to be held at Hotel Glenwood, Riverside, on May 8, and it is expected that there will be a large attendance of all the general passenger agents and their assistants of all the lines west of Chicago and the Mississippi River. The subject of convention rates for the latter part of the year will come up for discussion.

E. H. Herriman, who long has been casting covetous eyes on the Yellowstone Park business, is in a fair way to capture this profitable traffic from James J. Hill of the Great Northern. The Oregon Short Line, which is one of the Harriman properties, has issued an innocent circular in which it is announced that it will complete its Yellowstone branch to Buffalo Creek about June 15. The completion of this line will reduce the stage line from the end of the track to Old Faithful, Lower Geyser Basin, to about forty-eight miles, or practically the same amount of staging as is required by the route through the eastern entrance of the Yellowstone. Big Springs, seven miles farther east, will be reached by July 1, thus reducing the total staging to forty-one miles. When the line is completed to its terminus at Yellowstone the Oregon Short Line will then have a stage road of nineteen miles to Fountain Head, as against forty-one miles via the northern entrance, or the Hill road.

The Southern Pacific yards in this city and in Oakland are in pretty good shape, but how long they will remain so is a matter of conjecture. According to the advices received in the general offices there were 3277 cars headed for the coast business, 1388 of which Sparks last Wednesday, and 102 cars left Truckee westbound on the same day. It is estimated that there are fully 2000 cars coming to the State via El Paso, and most of the cars are for this city. There are present 1388 cars in the yards in San Francisco, 90 in Oakland, 195 on the western division and 450 on the coast, making a total of 2101. Some hard work will have to be done when the other cars, which have been tied up all along the line, begin to pour into San Francisco, or else the congestion will be worse than at any time since the fire.

The small vegetable growers in the vicinity of Hayward have been badly hit by the succession of stormy days, say the railroad men. According to the freight getters of the Eastern lines there should have been shipped out of the city a large number of crates of rhubarb by the middle of February, but only seven have been sent out, and as the Southern Illinois crop is coming in it will not pay to send from here. The asparagus crop is also 25 per cent lighter than it was last year, when the growers had a comparatively light crop.

The name of Port Harford, which is well known to every person in the State who has traveled up and down the coast, is to be changed, according to the dictum of the Pacific Coast Steamship Company, and in future it will be called Port San Luis.

W. L. Greiner, traveling freight and passenger agent of the Colorado and Southern Railway Company, which, much to the disgust of that esteemed railroad man, W. H. Davenport, calls from here, has traveled up and down the coast, is to be changed, according to the dictum of the Pacific Coast Steamship Company, and in future it will be called Port San Luis.

Judge W. E. Cullen of Spokane, who is well known in the Northwest and who makes his home at Spokane, is visiting H. O. Wilson, general freight agent of the Union Pacific in this city. The Judge has been spending the winter in Los Angeles.

S. F. Barr, superintendent of the retail department of the Baltimore and Ohio, arrived in the city yesterday.

The Insider

Relates how Maharajah of India took accumulated graft from Vizier, who kept awake while the public slept, and improved city

Oriental Graft Is Despoiled of Loot

THERE was a Maharajah in India who was regarded as the most enlightened Prince in all Hindustan. During his reign splendid libraries were endowed, public parks were laid out, colleges were built, a sewer system, strange to India in the early '80s, was inaugurated, and a major of the Indian army, Jacob, superintended all the improvements. Jaipur became known as the Paris of Hindustan, and even the subjects blessed the name of the Maharajah.

Before all this, however, there was a shadow over the land. Wherever one went the name of the Vizier was cursed. He was abused by the humble ryot who tilled the soil, by the merchant in the bazaars, by the horse traders who came from Afghanistan with their famous Kabuli horses, and by the white men who wished to trade there.

From each and all he exacted a rigorous tribute, and though complaints were made to the Maharajah, as the author of all justice, he turned a deaf ear to all prayers and heaped more and greater honors on his exacting Prime Minister.

The Vizier had friends among the white men, who said to him: "Take care, Ram Chander; you will one day go too far. Jaipur will awake and you will be imprisoned, and perhaps lose your life."

To this Ram Chander would reply: "Ram Chander never sleeps. Jaipur always dozes. There is no man lives who can catch Ram Chander. He has put his money in the safe keeping of the British, who are lovers of justice."

Thief Never Slept, but the City Did

One day the soul of Ram Chander took alarm. The Maharajah looked at him strangely and in a harsh voice said: "How is it that a man whom I love to honor and in whose keeping I have given my dominions does not trust me? How comes it that his gold and his silver is kept in the city of the Belait and all he keeps in Jaipur is his humble person?"

Then Ram Chander made haste to explain that his father and his brethren lived in Agra and that his heart was often there.

"That should not be," answered the Maharajah, "for our city is a fair one, and by God's help, and thine too, it shall be even more beautiful."

Shortly afterward Ram Chander went to the Maharajah and asked for permission to resign his great office and seek retirement in his gardens in Agra.

"Wilt thou leave me!" cried the Maharajah, "when I have so much for thee to do? You are to me as a brother," and he cast a golden chain about his neck. "Stay with me a while longer, I beseech thee."

And Ram Chander stayed, but his heart was heavy, for he remembered the words of his English friend in Agra. He sent his wife and children away, ostensibly on a visit, and applied himself with renewed vigor to extorting money from his master's subjects.

The Maharajah smiled his approval on all his acts and loaded him with more favors, but Ram Chander felt that the end was drawing nigh, and so he again asked him to be allowed to retire.

The permission was granted. On the day of his departure a royal guard, appeared before the doors of his lodging and escorted him to the railroad station with the honors of a King.

The Maharajah himself appeared and embraced him. There was delay in the train starting, and suddenly the door of Ram Chander's compartment was flung open. The guard of honor dragged him to the platform, threw him into a vile carriage and cast him into a dungeon.

Maharajah Takes All Vizier's Pelf

For months Ram Chander lay in prison, and then one day a man came to him from the Maharajah and said: "His Highness is grieved at thy plight, but he tells me to say that if you give up all your ill-gotten plunder he will pardon you."

"Tell the Maharajah," replied the Vizier haughtily, "that I am an honest man, and of gold and silver have I none."

Sickness attacked Ram Chander and he lost the sight of an eye. Again an emissary came, and Ram Chander promised to yield up his wealth.

When the Maharajah was satisfied that Ram Chander had been stripped of all his belongings he loosed him from bondage and let him depart.

"Ram Chander was the wisest of all the Viziers that governed Jaipur," explained the Maharajah when complimented upon the magnificent buildings that adorned his capital. "There was no man his equal in extorting money from the people. He could make a stone yield gold. I kept him for many years, and when he had drained my subjects of all they had I threw him into prison and got back all he had stolen. With the money taken from my subjects by Ram Chander were these improvements made."

"I have prayers offered daily in all the temples for a successor to Ram Chander, and also for Ram Chander himself. My friends, he was a thief, but he benefited Jaipur. All thieves should be made to benefit the places they have robbed."

The Smart Set

THE opening event of the Easter season will be the skating carnival on Monday evening, the masquerade given by the Monday Night Skating Club, of which Mrs. Ynez Shorb White is the organizer and director. There will be a large number of guests present, as almost every member has asked for one or more guest cards and a number of parties are to be given. The hours will be those of the usual meetings, from 8 to 11 o'clock, and the unmasking will take place about a quarter to 10 o'clock, giving a little over an hour for skating without masks. It is said that there are to be all manner of mystifying costumes, some grotesque and some attractive, but every one is entering into the spirit with any amount of enthusiasm. There are to be some few figures during the evening, a grand march and possibly a grand right and left to begin with. Among the patronesses of the club are Mrs. Eleanor Martin, Mrs. George H. Mendell Jr., Mrs. J. de Barth Shorb, Mrs. Wakefield Baker, Miss Gwin and Mrs. William B. Collier.

Mrs. Paul Bancroft has sent out invitations for a bridge party on Thursday afternoon next at her home in Pacific avenue at which she will entertain several tables of guests. Mrs. Bancroft is one of the enthusiastic and clever players and is always a delightful guest, as well as a charming hostess.

Mrs. Bruce Bonny has sent out invitations for a bridge party, which she will give on Wednesday next at her handsome home in Sausalito, at which she will entertain a number of guests from this side, as well as from Sausalito.

Mrs. Duncan Draper, who visited San Francisco a year or two since and who was so extensively entertained here, has been in Santa Barbara during the winter, but expects to leave very shortly for her home in Lexington, Ky. She has been prominently identified in the social life of the southern city during the last season and has entertained considerably.

Miss Olga Atherton and Miss Josephine Hannigan expect to leave about April 15 for Los Angeles, where they will spend several weeks. It is possible that Mrs. Hannigan will also go south with them for a stay.

Miss Stella McCalla has gone down from her home in Santa Barbara to

Los Angeles and is spending a fortnight there and in Pasadena.

Mrs. William B. Hooper expects to go down shortly to her country place Mountain View for a stay of a week or two.

Mrs. R. Jaffray Duxton, who has been in the Philippines for some months past as the guest of her son-in-law and daughter, Lieutenant Willis G. Peace and Mrs. Peace (formerly Miss Dorothy Duxton), has sailed for San Francisco and is expected to reach here next month.

Mrs. Philip Bancroft returned on Wednesday from Coronado, where she has been spending a few weeks as the guest of her aunt, Mrs. Sims, prior to the latter's departure for the East.

Mr. and Mrs. J. C. Stubbs, who have returned from their trip to Fortland, expect to leave in about a fortnight for their home in Chicago.

Dr. Kellar, U. S. A., who has been stationed here and is such a favorite, is to return here next month to the delight of his many friends, although his stay will probably be a brief one. He is now stationed at Fort Douglas, but is ordered to appear at the Army General Hospital, Presidio of San Francisco, on April 23 for examination for promotion.

Mr. and Mrs. J. O. Hayes of Santa Clara and their family expect to leave shortly for Europe to spend some months.

Answers to Queries

INVESTMENT—J. S., City. This department does not undertake to give information as to whether a certain private association is "wildcat" or legitimate, and "whether it is a safe investment."

ASH WEDNESDAY—A. O. S., Alameda, Cal. During the nineteenth century Ash Wednesday fell on Washington's birthday in 1860, 1871 and 1882. During the current century it will fall on his birthday in 1923, 1939 and 1950.

PRONUNCIATION—H. A. T., City. Acclimated is pronounced a-kil-mat-ed, with the sound of i as in pine and the sound of a as in fall. Nordic is pronounced Nor-di-ka, with the sound of o as in song and a as in far.