

The San Francisco Call

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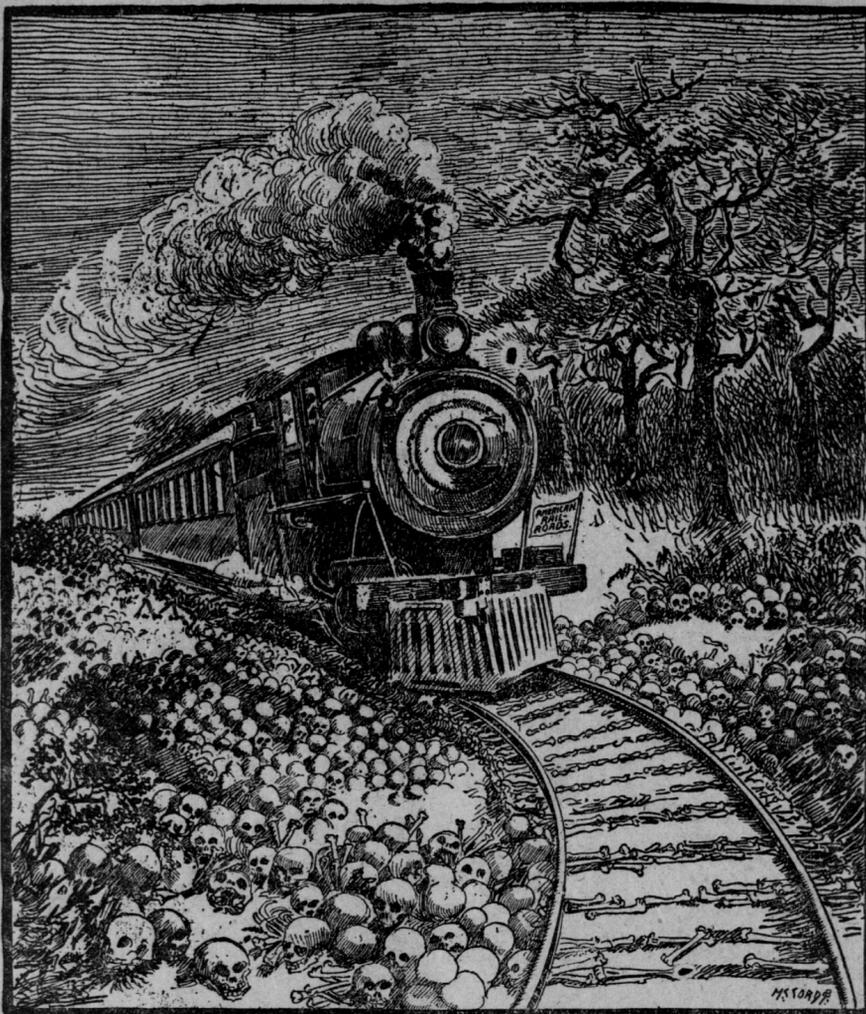
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The Grim Reaper



1906—Killed, 9703; Injured, 86,008

—NEWARK EVENING NEWS.

The Insider

Says class feeling in Girls' High school alumnae is at low ebb because sensitive to age prevents attendance at the gatherings

Reunion of Girls' High Graduates

THE Girls' High School Alumnae will meet on Saturday at its annual luncheon and reception, but I am willing to wager that there will not be more than one in 300 graduates present. There is not so much class feeling among the "girls" as there should be, and this is probably largely because so few women like to pass at their real age. I have heard women deny that they were schoolmates of another woman who tried to impress herself upon their memories, and merely because they liked to pass for ten years younger than they were. This sensitiveness to age is woman's weakest point; but then, as a very pretty little woman said to me when I chaffed her about this peculiarity of her sex: "A woman who would tell her age would be guilty of anything." Now the reason a girl's high alumna must confess somewhere near her age is because she must affiliate with her class, whether it happened to have been a '60 or a '90. The old ladies who graduated in the sixties are immensely proud of their class and are as pleased as possible to announce it to the youngsters, but those of the eighties are more shy. The woman of forty is more age-sensitive than is the woman of sixty. The alumnae, by the way, might boast far more loudly than it does of the prominent citizenesses who have a right to enroll themselves as members. Mrs. William Keith, wife of the artist and distinguished herself as an advocate of women's suffrage, is one of the brightest stars among girls' high graduates. She was Mary McHenry, daughter of Judge McHenry. After graduating from the high she went to the University of California and through Hastings Law College. She was admitted to the bar and set up in practice, but gave up her career when she married. May B. Treat, of the class just before Mrs. Keith's, should have had a career. She studied in Germany, wrote a brochure on political economy, which was considered of sufficient importance to be added to the university library, and had not her eyes given out she would have doubtless written more works of equal value. She married Alexander Morrison. Eda St. John Smitten, artist, is the aunt of Helen Holmes, who came here in the first "Virginian" company as leading lady. Ray Rockman, a French Jewess, graduate of the early eighties, went to Paris and became a protegee of Sarah Bernhardt. I don't know that she has ever acted in America, but I have heard that she is a real "it" in Paris and London. Elizabeth Putnam became a successful concert singer. Bettie Marshall, of the same class, went to Germany and made a success at organ study. The Hohfeld twins, Lily and Rose, were both brilliant girls and one of them studied astronomy and became an assistant in the Lick Observatory.

Many Noted Women Among Graduates

Mrs. Julius Kahn, who was Florence Prag, was the moving spirit in organizing the alumnae. To her class belonged Charlotte Thompson, the playwright; Grace Patterson, the contralto, who is now Mrs. Clarence Eddy; Nellie Jolliffe, who is Mrs. Rudolph Spreckels, and others equally as well known. Nearly all the Jolliffe sisters graduated from the Girls' High. Mrs. Frank Johnson of San Rafael, who is a sister of our Governor's wife, was a schoolmate of Mrs. Kahn. Blanche Bates, Eleanor Kent (Mabel Love) and Katherine Gray (Katie Best) are three of the alumnae who chose the stage as their career. Jessica Peixotto lectures in the university course on Russia and other subjects. Miss Hobe is an authority on mathematics in the University of California faculty. Belle Croyland took a university course and is now of the Girls' High staff of instructors. Blanche Letcher, Bertha Stringer Lee, Marie Thompson and Emilia Kalisher Thompson have all become prominent in the art world. Eliza D. Keith has lectured, taught and written. The Cornell sisters, Sarah and Mary, are well-known local writers. Marguerite Thornton, of the class of '84, married Abbott Kinney, the Southern Californian orchardist of advanced views on child culture. Luella Gillespie, now Mrs. Webster, invented an attachment that is, I believe, in use now for the disinfecting of school drinking cups. Mrs. J. M. Pierce, the soprano, never fails to attend the alumnae meetings and doesn't mind telling her "class." Anna Miller Wood, contralto of the First Unitarian Church of Boston and Arthur Foot's favorite pupil, is a Girls' High "grad." Mrs. Marcus Koshland, that charming and popular society leader of the Jewish set, is a graduate, also Helen Walker, now the wife of Judge Henshaw. Elinor Croudeau was one of the star graduates and later took a university course before entering journalism.

Children Ate This Painter's Models

Our great authority on ichthyology in these parts is President David Starr Jordan of Stanford University, who has made observations of the lives and manners of fish in various countries, and only recently gave an illustrated lecture here on the fish of Japan. But we used to own another authority on fish, Samuel Brookes, the Be'emian artist, who painted fish in every imaginable variety. Brookes painted his subjects from life, and the story goes that some one asked one of the artist's numerous olive branches what her father did with the models when he had finished their portraits. "We eat 'em," she answered. There were few dining-rooms of our pioneer connoisseurs that did not contain at least one of Brookes' fish studies. In no country can one find more beautifully tinted specimens of fish than in Japan. It has been my good fortune to see the three big volumes containing the reports of the Commodore Perry expedition to Japan in a private library in this city which escaped the fire, and they contain valuable colored plates of the fish and birds of the Orient. Probably some of the fish and game described in the papers are now extinct, as the reports were published in 1856, but it is up to President Jordan to enlighten us as to that.

Gossip in Railway Circles

H. J. SMALL, superintendent of motive power and machinery, has had built at the Southern Pacific workshops at Sacramento an all-steel postal car, which, it is said, will shortly be adopted by every railroad in the country, as it minimizes all danger from fire. As the car has little or no woodwork about it and is lighted by electricity, it undoubtedly will find favor with the authorities for the transmission of mail matter. The cost of the new car, which is now on exhibition at the Oakland yards, was \$14,000, but Small is of the opinion that this expense will be cut down materially, as the cost of manufacture of a new car is always much greater than when once established. Its weight is 119,000 pounds. This heavy weight is due to the fact that it carries its own dynamo for lighting purposes. Contracts have already been let in the east for the construction of all-steel baggage cars, and when the Pullman people install their new steel coach plant they will have all they can do to build standard steel sleepers for the different railroads. The railroad people are expecting an immense immigration to the coast during the last two weeks of the low water on the coast. Last Sunday 604 immigrants headed through the different gateways headed for California. According to the advices received from the east, the rush to the coast will be the largest in the history of the transportation movement, and the transportation companies will be strained severely to meet the trail. Word has been received in the local offices that through standard sleepers were sent out yesterday from Los Angeles to Chicago by the Salt Lake route, and that the Los Angeles Limited would be started on May 1. H. J. Snyder, who has been appointed general agent of the Mexican Central Railroad in this city, arrived here from Denver the other day and had to leave for Los Angeles next week. He expects to be back early next week, and will open his office in the Food building. S. M. Adair, general freight and passenger agent of the St. Joseph and Grand Island, has resigned from the service of the railroad company to engage in private business.

PROBLEMS OF THE PEACE CONFERENCE

IN his letter to the Peace Conference President Roosevelt deprecates the flood of oratory that appears to be an accepted incident of modern deliberations, but it is not clear how a movement of this kind can be kept going without a deal of talk. Possibly, the habit of writing letters might be deemed quite as dangerous and confusing as any excess of speechmaking. But it may be presumed that the President had in mind impassioned utterance of an incendiary character that sometimes breaks loose on a side issue and serves only to distract and obstruct the main purpose. As the President might say, with conviction, the tongue is an unruly member. It is true that the orator riding his hobby horse is prone to lose sight of the practical thing that can be accomplished. We shall not, for instance, by poetic appeal to the beauties of peace, get any nearer to a reduction of the oppressive militarism that hangs like a millstone around the necks of the people and is a standing temptation to war to justify its existence. The President thinks it might be possible to get an agreement limiting the size of battleships, but even this small step in advance is not likely to be taken. The forthcoming conference at The Hague concerns Europe rather than America. The function of this nation in that regard is one chiefly of moral support. Our standing army, although expensive and efficient, is, comparatively speaking, insignificant. Our navy is quite small in proportion to the wealth and extended coast line of the United States. Our delegates will go to The Hague with no apologies to make for increasing the burdens of militarism. At the same time, this fact puts us rather outside the discussion. As Secretary Root says: We have not been unmindful of the fact that the question is one which primarily and in its present stage concerns Europe rather than America; that the conditions which have led to the great armaments of the present day are mainly European conditions, and that it would ill become us to be forward or dogmatic in a matter which is so much more vital to the nations of Europe than to ourselves. It sometimes happens, however, that a state having little or no special material interest in a proposal can, for that very reason, advance the proposal with the more advantage and the less prejudice. The government of the United States has also considered that the second Hague conference might well agree in putting some limitation upon the use of force for the collection of ordinary contract debts due by one government to the citizens of another. In the general field of arbitration we are surely justified in hoping for a substantial advance both as to scope and effectiveness. It has seemed to me that the great obstacle to the universal adoption of arbitration is not the unwillingness of civilized nations to submit their disputes to the decision of an impartial tribunal; it is rather an apprehension that the tribunal selected will not be impartial. The conscription fad got an airing from Professor Muensterberg of Harvard, who insisted that enforced military service was not a real burden on the German people. He was promptly squelched by Andrew Carnegie, who declared that in his mills at Pittsburgh he had found thousands of Germans who had run away from the oppression of compulsory service. Conscription is a form of penal servitude. The American people want none of it—at least, not in time of peace.

TWO EXTREME VIEWS ON RAILROAD QUESTIONS

TWO phases of advanced thought relative to the regulation and ownership of railroads are presented—one by Interstate Commerce Commissioner Knapp and the other by Judge Lovett, who represented Harriman before the commission. These views do not relate to parallel cases, but yet have some bearing one on the other. Commissioner Knapp wants the control and regulation of all railroads to be assigned exclusively to the federal government, and he predicts that the United States supreme court will shortly render decisions that must materially limit the powers of the states in this regard. Doubtless this intimation is based on the fact that the extensive body of legislation passed by the states this year, prescribing two cent a mile fares and other limitations, will become the subject of litigation in the federal courts. We quote from Mr. Knapp's remarks: The reincorporation of our railroads under an act of congress or some plan of federal license such as has been proposed, although it would not limit the actual power of the states, nevertheless, as a practical matter, would have a potent influence in preventing improper legislation by the states and bring state laws into harmony with national laws. Moreover, I am inclined to anticipate such adjudications by our supreme court, as cases arise in the future, as will by the principles announced and the authority upheld greatly restrict the practical field of state control. Every important railroad is built for and serves the purpose of both state and interstate carriage. But the two kinds of traffic, as measured by the mere geography of the movement, cannot in fact be separated either as respects the operations of the carrying roads or the revenues derived from the entire business. The truth is the operations and earnings of a railroad system are incapable of any such division. A railroad represents a great public service unit of operation and revenue. Therefore the supreme court may hold, and I believe will hold, that any action by the states which, while ostensibly directed only against a part of the traffic, really affects the whole operation of the road, is in contravention of the power of congress under the constitution. If a state law which limits passenger rates in a sparsely settled state to a maximum of two cents a mile, or requires, under heavy penalties, the movement of state traffic at a minimum number of miles per day, works out a burden upon the interstate business of the carriers within those states, why should not that be held in derogation of the power of congress under the common clause? That is the extreme federalist and bureaucratic view. There is this to be said in its favor: that the states have, for the most part, failed in their endeavors to regulate or control the railroads. California is a notable example of this failure. Judge Lovett's view is quite as extreme in another way. He holds that no limit can be placed on the right of a corporation or an individual to buy up railroads, and he insists that it makes no difference, even if the motive of the purchase is to destroy competi-

HELP THE CENSUS MARSHALS

LETTER from Alfred Roncovieri, superintendent of schools, calls attention to the fact that "a census of the children of this city and county under 17 years of age will be taken between the fifteenth and thirtieth days, inclusive, of this month. The city and county," he adds, "receives from the state about \$4 for every child enumerated in the census. The great need of money for the maintenance of our public schools emphasizes the necessity for a complete census. Not a child under 17 years of age should be omitted." Mr. Roncovieri hopes that parents whose homes are not visited by the census marshals between April 15 and April 30 will take the trouble to notify his office if they have children under 17 years of age. It is deemed especially important this year that all children of school age shall be included in the census, for the reason that the state school fund apportionment is based in part on the enumeration, and every dollar is needed to provide accommodations for the children, many of whom are now unable to find room in the schools.

In the Joke World

"After all," remarked Mr. Cumrox, "there is a certain relation between finance and poetry." "In what way?" "In both so much depends on capitalization and making things sound right."—Washington Star. "He went to Washington expecting that his Senator would get him an easy berth." "Did he?" "Not exactly. But he gave him a wide one!"—New Orleans Times-Democrat. "I told you," said the merchant, "to mark this box 'handle with care.' What's this nonsense you've painted here?" "That," said the college graduate, "is the Latin for 'handle with care.'" "How do you expect a baggageman to understand that?" "He won't, and therefore he won't get mad and smash the box."—Philadelphia Press. "But can you promise to support my daughter in the style to which she has been accustomed?" "No, sir. I intend to cut off her cigarettes the minute she becomes my wife."—Wise—Now, he's got what I call "horse sense."—Ascum—How, for instance?—Wise—He never bets on one.—Philadelphia Press. "Do you have a gun to keep traps away from the premises?" "No; we have a couple of cords of wood stacked up in plain view from the street."—Houston Post. "If a woman can't find any other excuse for her husband not being able to make a living she will say he has an artistic temperament."—New York Press. "I'll never marry one of these highly educated, extremely intelligent girls." "Nope. I guess you're right."—Houston Post.

Personal Mention

C. F. Smith of Locksford is at the Baltimore. W. E. Gerber of Sacramento is at the Palace. Fran. Alcalde of New York is a guest at the Alcazar. W. J. Blakely of Roseburg, Ore., is at the Hamlin. M. Henry and wife of Minnesota have apartments at the Hamlin. A. C. Shute and wife, of Hillsboro, Ore., are guests at the Savoy. S. L. Wattles, a Healthsburg banker, is a guest at the St. Francis. Simpson Fennell, a prominent citizen of Tacoma, is at the Majestic. Alfred C. Class of Milwaukee registered at the Majestic yesterday. Among the guests at the Baltimore is H. B. Kingsbacker of Los Angeles. Robert Graham and wife of Los Angeles registered at the St. Francis yesterday. L. W. Conklin, a mining man of Loy-alton, arrived at the Dorchester yesterday. T. B. Rickey, a banker of Reno, is at the Palace during a business trip to this city. I. Boulerre, who has been operating mines in La Grange, Mexico, is at the Dorchester. F. C. McLean, a merchant from Grimes, Colusa county, is registered at the Baltimore. Thomas D. Petch, C. O. Lincoln and T. R. Letvers, business men of Eureka, are registered at the Imperial. Thomas Flint of San Juan, accompanied by Mrs. Flint, is a guest at the St. Francis. Miss N. B. Chapman of San Juan is with them. State Printer W. W. Shannon and wife and E. S. Wachhorst, district attorney of Sacramento county, and wife are guests at the Jefferson. The alphabets of the various languages of the world vary from twelve to 202 letters. That of the Hawaiian language has only twelve letters, while that of the Tartars is at the other end of the list.

The Smart Set

AN announcement of great interest is that of the engagement of Miss Bada Sperry and Charles A. Bodwell of Lakesville, Sonoma county, which was made known to a few of the close friends of the bride-elect at a luncheon given by her mother, Mrs. Austin Sperry, at Pacific avenue and Laguna street, last Sunday. Mrs. Sperry had written out the formal announcement of the news and read a line with each course of the luncheon so that not until quite the end did the entire story become known and the guesses were all in vain, as those in possession of the pleasant secret refused to divulge anything in advance. Miss Sperry has traveled extensively and is well read. She cares little for society and has gone out little during the past few years. She is a sister of Dr. Mary Sperry and Horace B. Sperry, and a cousin of Mrs. William H. Crocker, Princess Andre Poniatowski, George B. Sperry and Miss Edith Simpson. Bodwell has lived for some time in Sonoma county and has a host of friends there as well as in this city. No date has been arranged for the wedding, but it will probably be celebrated within the next two months. General and Mrs. MacArthur, who are to leave here in a fortnight for the east, will be the guests of honor at the dance to be given Saturday evening by the officers and ladies of Fort Mason and it promises to be one of the most brilliant and enjoyable of the several elaborate military affairs which have taken place here this season. The new barracks, which will not be occupied until next week, will be the scene of the affair and the rooms will be elaborately decorated with flags, lights and greens. About 200 invitations have been sent out. The following will be the hosts and hostesses of the occasion: Captain and Mrs. Meriwether Walker, Captain and Mrs. William B. Ladue, Captain and Mrs. John Murtagh, Lieutenant and Mrs. Jarvis Bain, Lieutenant and Mrs. Bailey, Lieutenant Barber, Lieutenant Ardery and Lieutenant Emerson. Mrs. C. Maitland Cline will be the hostess at a card party Saturday afternoon in honor of Miss Mae Sadler, whose engagement to Lewis Risdon Mead was recently announced. Mr. and Mrs. William M. Gwin and Stanford Gwin will go to San Rafael to spend the summer with Mr. and Mrs. James Follis (formerly Miss Mary Belle Gwin), who have moved to their new home there. Mr. and Mrs. Will Magee left recently for an eastern trip. Mrs. Gaston Ashe will leave within a few weeks for her ranch in San Benito county, where she will spend a part of the summer. Miss Constance Borrows will be her guest during much of the time. Miss Carrie Gwin, who has been a guest at the Maynard home during the winter, has taken apartments at the Hotel Rafael and will be there during the summer. Mrs. John I. Sabin and Miss Irene Sabin, who have been in Cuba for some time with Captain and Mrs. Bjornstad (formerly Miss Pearl Sabin), are now in Chicago, en route to San Francisco, but will remain there for a week or two days before coming west. They will remain in town for a brief visit before going to Mountain View, where they will be the guests of Dr. and Mrs. Raymond Payne. George Stone and his daughters, Miss Leona and Miss Louise Stone, recently arrived in Santa Barbara for a visit and are guests at the Hotel Potter. Mr. and Mrs. John C. Coleman will leave this week for an eastern trip and expect to be gone about eight weeks. H. Clay Miller left yesterday for a brief eastern trip on business.