

The San Francisco Call

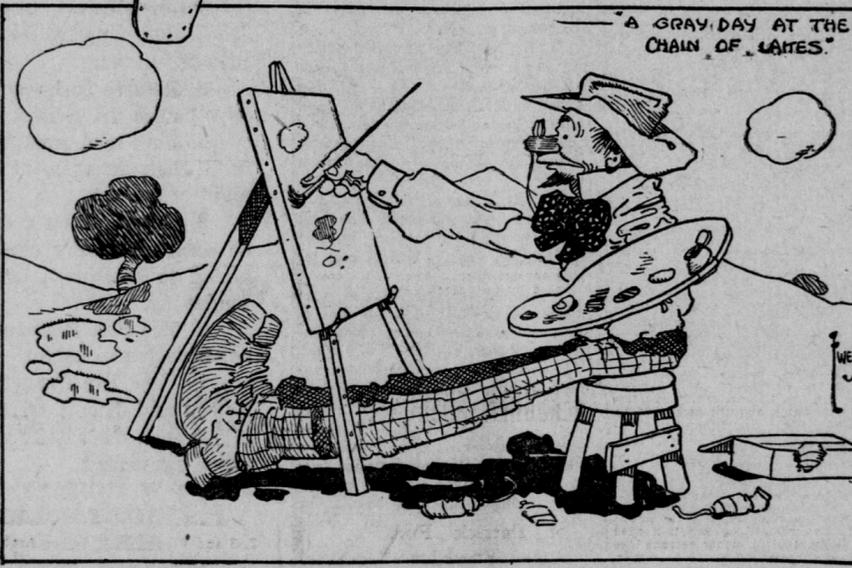
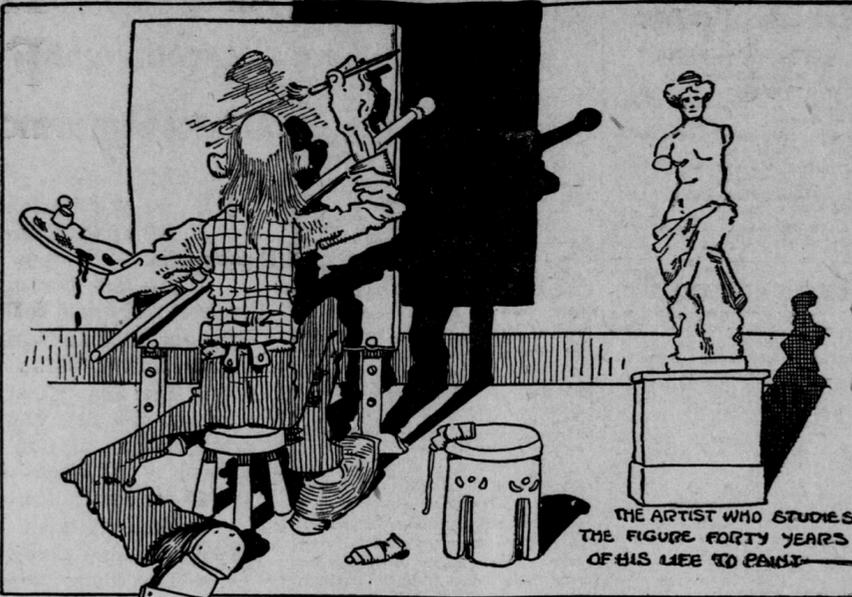
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Isn't It Peculiar—No. 5



The Insider

Discusses Madame Modjeska's pensioners and the colony of Polish exiles which she maintained in the mountains of California.

"Quo Vadis" Was Mapped Out Here
MADAME HELENA MODJESKA'S reminiscences will soon, I hear from New York, be on the book market. There ought to be much in them to interest Californians. Modjeska played in the old California theater in its palmiest days and she is always a favorite here.

Otis Skinner and the Inanimate Lady
Otis Skinner relates that when he was acting in "The Fool's Revenge" with Edwin Booth it fell to him to carry the abducted daughter down the rope ladder. As Skinner was a mere stripling then and the lady was anything but a featherweight the stage manager decided, after a rehearsal in which the lad's limitations in the matter of muscle were revealed, that a dummy would have to be substituted for the heroine in this scene.

When Footlights Awed Viola Allen
Viola Allen may boast that she was a leading woman on her first appearance. I have heard her father, C. Leslie Allen, tell the story. He was playing Old Man Rogers in "Esmeralda" at the Madison Square theater. Annie Russell, who was leading lady, fell ill and little Viola, who was just 16, the age of the heroine in the play, was suggested as substitute.

The Smart Set

ONE of the pretty out of town weddings of the month was that of Miss Mabel Anais Watkins, daughter of Mr. and Mrs. A. A. Watkins, to Captain Orrin Rawson Wolfe, U. S. A., which was celebrated yesterday at noon at Sausalito. The ceremony was performed by Rev. Mr. Maxwell, rector of the church. The bride, who is an exceptionally handsome girl, looked her best in a gown of white chiffon satin, made in princess style, the yoke, deep bertha and ruffles of beautiful point lace which adorned it being an heirloom in the groom's family and presented to the bride as a matter of sentiment.

Conditions in California
The California Promotion committee wired the following to its eastern bureau in New York city yesterday:
California temperatures for the past 24 hours:
San Francisco...Minimum, 53...Maximum, 60
San Diego...Minimum, 58...Maximum, 66
San Francisco building permits for June 11:
Permanent...13...Value, \$113,000
Alterations...6...Value, 2,000
The new machinery works at Marysville is now running. The plant cost \$250,000 and employs 100 men, with an annual payroll of \$95,000.

ON THE TRAIL OF THE PULLMAN OUTLAW

M. R. GEORGE S. LOFTUS of St. Paul, Minn., who has put the interstate commerce commission on inquiry relative to Pullman car rates, is doing a useful public service, in line with much of his past work. Mr. Loftus, although at present a commission merchant, has expert knowledge of the railroad business, gained while he was on the staff of a Minnesota branch of the Northern Pacific system. That knowledge he has put to good use in bringing to account the private car lines and other parasitic growths of the railroad system. He has now turned his attention to the Pullman company, the most greedy of all these parasites.

Mr. Loftus has filed charges with the interstate commerce commission that the rates for berths are excessive and, further, that it is unreasonable to charge as much for an upper as for a lower berth. It seems scarcely necessary to argue that point.

Mr. Loftus submits figures by way of example. The journey between St. Paul and Chicago is 410 miles. The Pullman price for berths is \$2. Mr. Loftus submits that it should be \$1.50 for a lower berth and 75 cents for an upper berth. Other instances in like proportion are given. On this basis the rate between San Francisco and Los Angeles, now \$2.50, should be \$2 for a lower and \$1 for an upper berth.

It is quite certain that the Pullman company will make the customary fight to evade the jurisdiction of the interstate commerce commission. We shall be told once more that the sleeping car company is not a common carrier but an inn keeper, and, therefore, not within the commission's jurisdiction. There will be a court review of that question, and if judgment should go against the commission congress will be asked to enlarge the definition of common carriers, so as to include the sleeping car company.

The customary attitude of this greedy monopoly is intolerable. It claims to be above and beyond the law; it is the worst tax shirker in the United States, and there are no obligations which it feels bound to respect when there is any profit in their violation.

THE GOSPEL ACCORDING TO ROOSEVELT

THERE is some disposition among the unco' fastidious to find fault with the infinite variety of Theodore Roosevelt and his notable capacity for seeing two sides of a question. To the plain man it seems as if that way safety lies. If Roosevelt's sympathies are wide and his outlook not confined by passion or prejudice we shall not quarrel if he assumes the whole field of human knowledge and achievement for his province.

A witty playwright puts in the mouth of one of his characters the statement that "the people have elected a desperado for president and must take the holdup that follows." That, one may suppose, is the polite view of the rough rider. Yet in his speeches at Norfolk, Va., on Monday, one finds this fabled desperado elaborating and expounding an almost complete scheme of ethics, with rules for human conduct that include neither cutting throats nor highway robbery.

Now, this gentle and humane desperado finds a favorite theme in class consciousness. It is good and it is bad. In the guise of patriotism we call it blessed and glorify its heroes. In the form of class hatreds, impelling and animating an angry domestic quarrel, it is accursed. Thus the president:

There are good and bad men in every walk of life, and their being good or bad does not depend on whether they have or do not have large bank accounts. Yet this elemental fact, this fact which we all accept as self-evident, when we think each of us of the people whom he himself knows in his business and social relations, is often completely ignored by certain public men and certain public writers. The men who thus ignore it and who attack wickedness only when found in a particular class are always unsafe, and are sometimes very dangerous leaders. Distrust equally the man who is never able to discover any vices of rich men to attack and the man who confines himself to attacking the sins and shortcomings of rich men. It is a sure sign of moral and mental dishonesty in any man if in his public assaults upon iniquity he is never able to see any iniquity save that of a particular class; and this whether he is able only to see the crimes of arrogance and oppression in the rich or the crimes of envy and violence in the poor.

There may be good in Mr. Richard Cornelius that Mr. Patrick Calhoun does not suspect, and vice versa. Bear ye one another's burdens is a message older than Theodore Roosevelt. These things that the president tells us are not new, but it seems they need renewed emphasis. It is a timely gospel of peace and brotherly love, expounded by a "desperado," if you please.

LEARNING'S UNLEARNED PRESS AGENT
NO modern university can be regarded as fully equipped without a press agent, and the really interesting thing is that, although employed by an institution of learning and the arts, the press agent is not subdued to what he works in. He is neither redeemed nor regenerated by his environment, and his disobedient, even rebellious, grammar continues its unseemly riot among the parts of speech.

man to counting things on his fingers and thumbs. Throughout the notice the construction is muddy and rambling. The smear of the press agent's thumb is over it all. Who would not shudder if Mr. Victor Henderson were he?

The university press agent labors under obvious disadvantages compared with his brother in crime who smells of the footlights. The obstreperous proponent of the drama, not being of the learned caste, bears no obligations of grammar or consecutive statement that he is bound to respect. Besides, he can usually embellish his bold, disjointed chat with the picture of some pretty and attractive woman. The university press agent, a halting imitator, comes limping along at the tail end of the procession, with the counterfeit presentment of an old gentleman of plentiful whiskers in, melancholy mood, as well he might be, over his degradation to the base uses of the billboard. 'Twere better the press agent had printed a speaking likeness of Professor Howison's sometime philosophical dog Seneca, for all the Senecas have tramped or trotted their way to dusty death like other philosophers, and they need a monument such as a press agent might supply.

The art of writing advertisements is not simple. It is not safe to intrust the work to the common literary blacksmith. The newspapers are liberal in giving space to matter in the interest of education, and it is taking an unfair advantage of our confiding nature to send us stuff that comes with the hall mark of learning and yet might have been written in the slums.

PRISON BETTER THAN A WHALING CRUISE

THERE is not much encouragement for men to go on a whaling cruise when, after two or three years' hard work in the Arctic ocean, they come home in debt to the owners of the ship. That was the fate of most of the crew of the whaler Karluk, who brought suit for damages in the United States district court for breach of contract, starvation and cruel treatment. They got small damages, which were mostly offset by the debts they had contracted on the voyage and at sailors' boarding houses, so that they have nothing to show for two years of the severest toil.

It is said that regular seamen no longer sign for whaling cruises and that an absolutely new crew must be rounded up for every voyage. Perhaps the whalers are men who want to rid themselves of the drug or liquor habit; it may be that they are adventurous spirits who want to know what happens "north of '53," or even, peradventure, they are novelists in search of local color. But why not go to jail?

Personal Mention

T. W. Vernon of San Jose is at the Hamlin.
R. H. Stevens, proprietor of the hotel at Carmel, is at the Jefferson.
Mr. and Mrs. James Barnes of Liverpool are guests at the Jefferson.
James Casey, a mining man from Goldfield, is staying at the Robins.
Mr. and Mrs. A. W. Matly of Concord are guests at the St. Francis.
Norbert Becker, a wholesale wine merchant of Chicago, is at the Hamlin.
Professor J. E. Stubbs, president of the University of Nevada, is at the St. Francis.
Among the arrivals at the Palace yesterday was Mark L. McDonald, Jr. of Santa Rosa.
H. R. Warner, assistant manager of the Del Monte hotel, is registered at the St. Francis.
Mr. and Mrs. F. H. Hopkins, wealthy residents of Central Point, Oregon, are at the Fairmont.
Governor Gillett and Mrs. Gillett returned from Sacramento yesterday and are at the Fairmont.
C. Leonard, a Los Angeles capitalist and manufacturer, is staying at the Majestic for a few days.
A. W. Pool, a silverware manufacturer of Chicago, has returned to the Hamlin after a trip through the south-

In Railway Circles

The interstate commerce commission, through Commissioner Franklin K. Lane, has notified the railroads that it does not consider the rates made for the national educational association meeting to be lawful, and has called on them to either abolish the rates or change them. The basis for this criticism is that the railroads, by the request of the national educational association, will treat the meeting as a fraternal one, for which special rates under the law are allowed for delegates only on a certificate plan, and will call all attendants to show certificates of membership in the national educational association before the tickets will be validated for their return trip. The railroads are not directly concerned in the question, as the remuneration will be the same in either case, but the matter is of vital importance to the national educational association, as it is the only way in which the association could retain the membership and collect the dues without any great additional expense. The subject was considered yesterday at the meeting of the western lines in Chicago.

There is considerable speculation as to whether the Southern Pacific will commence the selling of lands before a successor has been appointed to succeed the late W. H. Mills. C. W. Eberlein, who has had charge of the Southern Pacific lands since the retirement of Jerome Madden, has never been commended, and it is said that he will not get the place. The lands were taken off the market owing to the records having been destroyed by fire, but it is thought that the new records will be finished within a few weeks, and then the lands will again be placed on sale. There are about 18,000,000 more acres belonging to the company which have not been sold, and among these acres is some good land. There is, of course, a vast acreage under timber, which has grown in value during the past few years.

A. B. Bissell, assistant traffic manager of the Santa Fe, and J. J. Byrne, assistant passenger traffic manager of the same line, left last night for Chicago to attend the meeting of the Transcontinental passenger association.

A. P. Stewart, general agent of the Chicago and Alton, who has been on a tour through the northern part of the state, says the crop prospects are much better than was supposed. The high water, of course, did some harm, but not as much as was believed.

E. A. Worthington, first vice president of the Wabash Pittsburg Terminal railway, who has been on a visit to relatives in Sacramento, left yesterday for the southern part of the state.

James Horaburgh Jr., general passenger agent of the Southern Pacific, will leave for Chicago early next week. He will attend the annual advertising meeting of the Harriman lines.

E. E. Calvin, general manager of the Southern Pacific, who was in the northern part of the state, returned Monday.

A. H. Moffitt, traveling passenger agent of the Erie, has just returned from a trip to the southern part of the state, and in speaking of the southland said: "The Japanese have taken up large tracts in the vicinity of Tropic and Pasadena and planted this land to strawberries, and I am told that one Japanese has cleared in a year \$5,000 on four acres of strawberries."

J. Ross Clark, second vice president of the San Pedro, Los Angeles and Salt Lake road, arrived in this city Monday from Los Angeles.