

The San Francisco Call

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TIME TO DO SOMETHING ABOUT LAND FRAUDS

IT is no secret that gross frauds have been committed by timber thieves operating in California. The process has been going on for years without check and has been brought to the attention of the general land office repeatedly by official and unofficial notice.

The land office remains under suspicion and the long inaction concerning land frauds in California serves to promote that opinion. It was not long ago that the interstate commerce commission accidentally uncovered extensive coal land frauds in the Rocky mountain states and the action of the commission in calling the attention of the department of justice was quietly resented in the land office.

Therefore we welcome the forthcoming visit of Secretary Garfield and Commissioner Ballington. They are the new brooms that we hope will do the sweeping that has been so badly needed for years. The land office is much in need of a new and a clean reputation and it rests with these officials to make it good.

SOME ETHICS OF CLOTHING AND CLIMATE

BY way of illustration for the asperities of an eastern climate it is telegraphed to San Francisco that a judge of the New York supreme court threw aside his official gown and invited the jurors to remove their coats in mitigation of suffering from the heat and it is added by the ingenious reporter that "the court's action was heartily commended as sensible, although unconventional."

The ethics of clothing become complicated more and more. The coat has assumed a moral function and significance that become even more stringent when supplemented by a gown. Nay, it has become a phrase of reproach to speak of "shirt-sleeve diplomacy" to characterize certain offhand international negotiations that perhaps were actuated rather by common sense than the highly desiccated formalities of protocol intercourse.

It is not very long ago since Judge Fulkerth of the superior court of Stanislaus county rendered a decision upholding a decree of the Modesto school board forbidding high school students to appear in sweaters while attending classes. The decision was regarded as eminently proper. It was based, of course, on the ethical relations of clothes to conduct, which are quite distinct from their original purpose of protection against the rigors of climate.

It seems unfortunate therefore that this code of ethics should be so purely geographical. In New York, for instance, an otherwise honorable man may come to regard his coat with hatred as an instrument of torture, and a gown would be a tyrannous aggravation of injury. Now, if the performance of high function and fulfillment of duty are promoted in scale of dignity and efficiency in the direct ratio of the layers or strata of clothing, then the ethics of apparel are likely to become confused on a hot day. The relations between a man's conscience and his coat are governed by the thermometer. Can justice be done although the suspenders are laid bare?

We shall not profess to decide this abstruse question of the already strained relations between morality and jurisprudence, but we do know that certain philosophers have assigned a distinct ethical value to the harmless, necessary suspender. We quote a noble appeal to its virtues:

The "gallus" marks the free man and the man of genuine, unpretending culture and civilization. Your snob and your savage abhor it. In Mesopotamia the wild bashibazouk wears a belt; in Yucatan the Indian wears a girdle of shark's teeth; in Senegambia the shameless cannibal sports a gunnysack; in Atlantic City a few years back the dudes used to wear sashes. But find a man who, when he throws off his coat to begin his daily toil, lays bare a pair of heavy, sky blue galluses, and you'll find a man who pays his way in the world, loves his wife, rears his children in the fear of the Lord and votes the straight ticket. The "gallus" is useful; it is graceful, and properly adorned with hand painted flowers and brass buckles it is beautiful. To be ashamed of it, to conceal it or to abandon it for a somber leather belt is to fail in an essential of true manhood and fly in the face of fate.

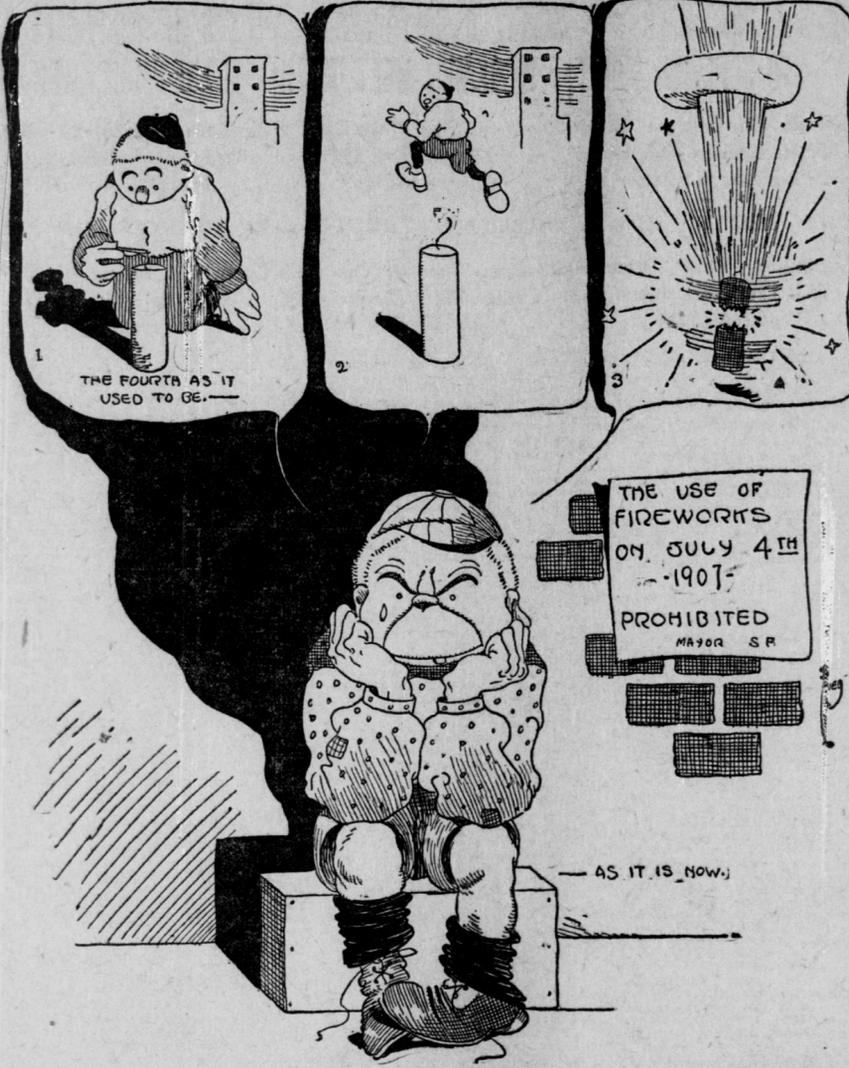
We refuse to be drawn into this whirlpool of morals. But why let concealment prey on the admirable suspender? If these contrivances are a mark of character and a guarantee of conduct then our philosophers should accept the logic of their convictions and wear their galluses outside their coats. So shall the country be safe.

IT LETS NOTHING GET AWAY

THE ingenuity of exactation that characterizes the policy of the Pullman company finds instructive illustration in its treatment of employes. It pays its sleeping car porters a miserable wage and compels the public to make up the difference that will enable the men to exist. We quote from a recent number of the Oregonian some pointed words on this subject:

The Pullman company not only overcharges the public for the service rendered, but it then forces the public to pay the salaries of its employes

The Glorious Fourth



in tips. The dining car people not only charge extortionate prices for their meals, but patrons of dining cars are forced to hire the waiters to bring them what they are charged two prices for in the first place, making two holdups in the same car.

The Pullman porter is worthy of his hire. He earns it and more. We do not indorse the proposal that travelers should refuse to give tips in order to compel the corporation to treat its employes justly, but we wish to emphasize the mean and niggard character of the policy which puts hard working men, in some sort, in the place of being compelled to accept charity.

The same slave driving policy obtains all along the line. The Pullman conductors and porters get no pay for overtime. If a train is delayed there is no additional compensation for the extra work.

It is a uniform experience. The Pullman company robs the traveling public by overcharges; it defrauds the people's government by shirking taxes and it treats its employes like slaves.

A PARTNERSHIP OF CRIME

D R. FELIX ADLER, the eminent sociologist, puts things straight in a few words that touch existing conditions in San Francisco when he says:

It is monstrous for a quasi-public corporation to insist that it must bribe public officials to maintain its rights. The trouble with those corporations is that they frequently demand privileges they are not entitled to. If they keep clean hands they can defy the blackmail to do his worst.

Our moral and criminal codes have not yet caught up with our new industrial conditions.

It is a not uncommon plea for the wealthy bribe givers that they were held up by official blackmailers and were compelled to pay or go out of business, but Dr. Adler points out that the excuse is always made on behalf of men who were seeking something that they were not justly entitled to have. When Patrick Calhoun or his agents bribed Ruef and Schmitz and the supervisors with \$200,000 as consideration for the grant of an overhead trolley permit they were buying a privilege worth millions. They knew that the money belonged to the city treasury, but they could save a vast sum by bribery of corrupt officials. Now they come into court whining that they were held up.

The time for that plea is past. The time to make a showing of blackmail is when it is threatened. If Calhoun had come before the people of San Francisco after the fire and told them that he was being held up by Ruef and Schmitz he could have obtained his trolley permit without delay, but he would have had to pay a fair price to the city. He did not want to pay that price or any price to the owners of the franchise, and therefore engaged in bribery. That is all there is to this plea of blackmail. The United Railroads entered into a partnership of crime with the officials.

Personal Mention

- C. J. Smith of Santa Clara is at the Palace.
George P. Davis of Chicago is at the Fairmont.
H. A. Walters of St. Louis is at the Fairmont.
P. Bolteroy of Weaverville is at the Dorchester.
Byron D. Beckwith of Colusa is at the Majestic.
A. F. W. Wilkins of New York is at the Majestic.
Mrs. J. H. Simpson of San Mateo is at the Fairmont.
Major R. R. Turner, U. S. A., and wife are at the Savoy.
F. A. Fee and W. C. Tlight of Madera are at the Fairmont.
James T. Aberdeen, a mill man of Seattle, is at the Hamlin.
Charles Ray, banker and attorney of Lodi is at the Fairmont.
F. S. Murphy, a lumberman of Salt Lake, is at the Hamlin.
W. Van Valkenburg, a railroad man of Minneapolis, is at the Hamlin.
Franklin Leonard Jr., a mining man of New York, is at the Fairmont.
Josiah Bray, a manufacturer of machinery, of Syracuse, accompanied

The Smart Set

BURLINGAME promises to be particularly gay on the fourth and a number of San Franciscans will go there for house parties or to enjoy the day at the club. Miss Jennie Crocker will be hostess at a dinner on that evening, and many guests will go later to her home, "Uplands," for the fireworks, which, it is said, will be particularly fine.

Mr. and Mrs. Thomas Eastland, who have made their home in Jackson street since their marriage, are moving today to their new home, 3099 Clay street near Broderick, which they purchased recently, and which has been extensively rehabilitated and remodeled, making it a charming and artistic home. They will spend the fourth at Burlingame.

Mr. and Mrs. George H. Howard have gone from their San Mateo home to Tahoe, where they will spend several weeks.

Miss Helen Wheeler, who has been in New York and Lakewood, N. J., since her return from Europe, has left for California and is expected to arrive here on Saturday evening.

Mr. and Mrs. Wakefield Baker will leave about July 1 for Santa Barbara, where they will spend three or four weeks.

Mr. and Mrs. Edward Schmiedell and their family, who have been in Ross during the winter, went to Lake Tahoe recently for a sojourn.

Mr. and Mrs. Erskine Richardson, (formerly Miss Gladys Postley), who spent the winter and spring here, will go to Santa Barbara shortly, where they will remain during July as the guests of Mrs. Richardson's mother, Mrs. H. M. A. Postley, at her attractive cottage.

Mr. and Mrs. Howard Huntington, who have been living at the Hotel Maryland in Pasadena for some time past, went last week to their beautiful new home at Oak Knoll, near Pasadena.

Miss Ethel Dean, who spent most of the spring here and in Santa Barbara, expects to remain there during most of the summer. She goes occasionally to visit her sister, Mrs. Walter Magee, who is at the Magee ranch, about 60 miles distant.

Mr. and Mrs. Wellington Gregg and the Misses Enid and Ethel Gregg have returned from a trip to Santa Barbara and are at their San Mateo home.

Mr. and Mrs. Sydney Joseph (formerly Miss Emily Rosenstrin), who have been abroad for some time, are still in England, and have gone on a sketching tour of the south. Mr. Joseph is quite talented in an artistic way and much of their time abroad will be spent in pursuance of his work.

Mrs. Alfred Hunter Voorhies has given up the idea of going east this summer as she had originally planned and will not leave until the fall, probably about October. She will then go south for a time and will also visit her daughters, Mrs. Young and Mrs. Scott.

Mrs. James H. Bull and Miss Margery Bull returned recently from a ten days' trip to Ojai Valley and Santa Barbara, and will probably go south again later in the season for a stay.

Mr. and Mrs. Edgar Peixotto, Dr. Humphrey J. Stewart and Miss Frances Stewart will leave Saturday for Bohemian Grove, where they will remain for about ten days or two weeks. John Sheehan has arrived from New

The Insider

Finds food for thought in new club for women formed in New York and to which Charlotte Thompson of San Francisco belongs

Can a Woman's Club Exist in Harmony? CHARLOTTE THOMPSON, San Francisco girl and coauthor with Alice Smith of Florence Roberts' starring vehicle, "The Strength of the Weak," is one of the charter members of the new club formed in New York by playwright women.

There are few women's clubs that manage to get along without a split some time or other. Witness our own Papyrus and California clubs. The former, I believe, had a civil war when it was in its infancy, and the latter has a battle in a teacup every election season.

A woman's idea of a club is not the same as a man's. The latter's club has a dining room as one of its chief features, also a bar, but a woman's club talks of a smoking room, but I don't believe many of the members will dare use it. The Colony club of New York recently applied for a liquor license, but the Madison avenue Baptist church and the National temperance union objected, possibly because it may have been an infringement of a law prohibiting saloons within certain distances of churches, schools, etc., like the Berkeley mile limit.

The Colony club's interior decorations were designed by Miss Elsie de Wolfe, who some time since gave up acting in favor of artistic decorating. Miss de Wolfe, by the way, is a sister of E. S. de Wolfe, the San Francisco hotel man. One hundred thousand dollars were subscribed by the Colony's members to be spent on the club's interior furnishings. That makes the expenditures on local club buildings look like 30 cents, doesn't it? One of the members is Mrs. Kate Douglas Wiggin Riggs, the author, formerly of this city. She has planned a series of "Tuesday afternoons" to be devoted successively to literature, art, politics and civics, with music, lectures, organized discussions, exhibitions of the work of young artists and craftsmen and encouragement of young musicians, not unlike the way programs are managed in our California and Sequoia clubs. No "papers," however, will be read, for Mrs. Riggs does not believe in that form of entertainment.

An Englishwoman tells me that London had women's clubs before we did. She remembers the Somerville, established 29 years ago. Five shillings was the initiation fee to begin and the rooms were over a teashop. After a while the members were smitten with the idea that the clubhouse wasn't pretentious enough and moved to Hanover square. That move sounded the death knell of the Somerville, which not long after passed away.

Children Actually Believe in Fairies "Say you believe in fairies," pleads Peter Pan. And a teacher in the Columbia school asked her class some time ago, long before the boy who objected to growing up had appeared here, the question, "Do YOU believe in fairies?" Much to her astonishment it turned out that not only did the children have faith but ocular demonstration. They not only believed in the little people, but they had seen them with their bodily eyes and were ready to give time and place. Some had their visions "down by the creek," others had been favored "over by the marsh," and still others had met them "among the rocks on the top of the hill." Further inquiry developed that the fairies were very small, the little witnesses usually holding up tiny fingers as a measure of height, and that they had bright colored wings and could fly.

They must have seen something, said their teacher, because they so persistently reiterated their stories, and they cannot be shaken out of their confidence in the fairies. How these little believers would have delighted the heart of the old poet who, taking a walk with his grandchild and pointing out a "fairy ring," was "called down" by the lad who, to the poet's disgust, proceeded to demonstrate what the ring really was and the nonexistence of the fays.

Jesse Williams is Here for Collier's

The best newspaper story ever written, not even excepting "Gallagher," owes its authorship to Jesse Lynch Williams, who is in town from New York to do our graft troubles for Collier's. It was called "The Stolen Story" in its first brief form, was then dramatized, and then the drama was novelized as "The Day Dreamer." There is a chapter in "The Day Dreamer" where the hero, who is very much more of a hero than he is of "The Undertow," has a great newspaper "beat." He has been discharged from his original organ for dereliction in duty and is supposed to be working for a rival. But he is troubled with absentmindedness and when he has his facts all gathered he wanders by mistake into his old office and sits down at his old desk to write. The situation is extremely tense, for the story he is writing is a most wonderful exposure of rascality. But then I suppose everybody has read the novel. It isn't on the bargain counter yet.

Williams' "Princeton Stories" have been termed the truest and most attractive pictures of the recreative side of American college life that have yet been presented to the public. Soon after they were published their author joined the staff of the New York Sun. He is a half southerner, by the way, having been born in old Virginia, and is the son of a Presbyterian minister.

Gossip in Railway Circles

THE publication of the east and west bound transcontinental tariffs is still a cause of dissension between the lines east of Chicago and those west of that city, and negotiations are now in progress with the eastern companies for the purpose of devising some plan to satisfy all the carriers. The high traffic officials of both the eastern and the western roads will hold a meeting in a day or so in Chicago concerning the subject. G. F. Nicholson, third vice president of the Santa Fe, will look after the interests of his corporation, Darius Miller will represent the Hill lines and J. C. Stubbs will see that Harriman is protected. It is said that these officials will be able to conciliate the representatives of the eastern lines and also satisfy the Interstate commerce commission. The disagreement is over the filing of the tariffs with the commission, for if the eastern lines file their tariffs with the commission it will give them the power to concur in the making of rates for westbound territory which hitherto they have not enjoyed. If they fail to agree it is probable that the transcontinental lines will only publish

C. E. Stokes expects to leave for another trip around the world with a party of tourists. The start is to be made from this city in the first week of September.

F. W. Thompson, general agent of the Rock Island lines, announces that his company has put on a daily tourist car service between Colorado Springs and Chicago.

W. A. Bissell, assistant traffic manager of the Santa Fe, has returned from Chicago, where he had been attending a meeting of the transcontinental passenger association.

F. M. Smith, president of the Tonopah and Tidewater railway company, has left for New York in his private car, Houali.

Jay Adams of the Nickel Plate left yesterday for a trip of the coast countries and so did Joseph McIlroy of the Missouri, Kansas and Texas.

W. W. Webster of the passenger department of the Pennsylvania lines and T. R. Tilley of the Union Pacific have left for Reno, Tonopah and Goldfield to conclude the final arrangements for the Elks who are to leave for Philadelphia on July 9 in a special train.

Conditions in California

The California Promotion committee wired the following to its eastern bureau in New York yesterday:
California temperatures for the past 24 hours:
Eureka.....Minimum 50.....Maximum 56
San Francisco.....Minimum 49.....Maximum 59
San Diego.....Minimum 58.....Maximum 66
San Francisco building permits for June 26:
Alterations.....10.....Value.....\$250,000
Erection.....2.....Value.....700
A carload of machinery is now on the way for the erection of a lighting and power plant on the Feather river, to serve the mines in the vicinity of Magalia, Butte county. The eight story steel and concrete Laning building, at the southwest corner of Kearny street and Union Square avenue, San Francisco, has all walls up and the work is now progressing on the interior. It is expected that the building will be ready for occupancy by the middle of September.