

The San Francisco Call

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NEGLECT OF THE POSTOFFICE BUILDING

WE are accustomed to complain of the wretched inefficiency of the Schmitz grafters in the municipal executive offices and their neglect of the duty to restore and rehabilitate the public buildings of the city. The complaint is just, but we expected nothing better from that crowd, and we have finally got rid of them for good and all.

No such condition applies to the federal bureaus in charge of restoration and construction work in this city, but their neglect of duty appears to be as complete as that of the municipal officials. The condition of the postoffice has been a public scandal for more than a year. This was the most expensive building ever erected by the government outside of Washington. Money was wasted with both hands on gaudy ornament, conspicuous chiefly for its bad taste. Marbles were brought from all over the world to provide startling contrasts of color. The incongruous and unsuitable result was fitly characterized by a federal judge, appalled by the pretentious magnificence of his surroundings, who said he felt as if he were presiding at a soda water fountain. The chamber of the court of appeal is finer than a pinto horse in a circus.

All this might be suffered to pass without remark if the federal construction bureau would live up to its own gauds and keep them in decent repair, but the visitor to this magnificent ruin sees broken sidewalks, marble paneling destroyed and, worst of all, the outer walls propped with unsightly scantling. In a moment of bureaucratic activity following the fire they appear to have mended the broken windows, or otherwise we might expect to see a gaping gash stuffed with an old pair of trousers to keep out the winter's flaw. A decoration of that character would be quite in keeping with the rude stilts that prop the leaning walls.

Money for the necessary repairs was appropriated long ago by congress, but nothing appears to have been done except the stuffing of pigeonholes. In its present state of unsightly dilapidation the gaudy building finds its nearest analogue in one who wears diamonds in a dirty shirt.

THE MASTERY OF THE PACIFIC

IN connection with the forthcoming cruise of the battleship fleet in Pacific waters the merchant marine league of the United States makes a strong point about the real "mastery of the Pacific." We quote:

But how about the commercial mastery? Is not this equally important? What kind of a figure has the United States come to cut in those western seas?

Six months ago there were 15 American merchant steamships, most of them of large size, running from our western ports in trans-Pacific service to Australasia and the orient. Since congress adjourned on March 4 last without enacting the ocean mail bill which President Roosevelt so earnestly recommended, one of these American steamships has been lost at sea. Six others have been withdrawn and it is rumored that two more will follow. In six months, therefore, the American merchant fleet in Pacific commerce has shrunk from 15 steamships to eight, and when congress reassembles next December it is likely that only six will be left.

When the great armored fleet goes around the Horn, therefore, the world will see the grotesque spectacle of 16 American battleships guarding six American merchant steamships in trans-Pacific commerce—almost three battleships to one merchantman. We Americans seem to be terribly solicitous of our military prestige. But how about our commercial prestige? Is this worth nothing?

Japan gives subsidies for steamships—very large subsidies, if we consider her scanty financial resources—for the Japanese statesmen understand that trade follows the flag. They know that every subsidized Japanese steamship will bring business to Nippon merchants. England follows the same policy both on the Atlantic and the Pacific—and it pays.

There will be no war for the mastery of the Pacific other than the commercial war, and that, it seems, we are allowing to go by default. Demagogues stamped congress last winter by shouting that Harriman and Hill would be the only beneficiaries of a subsidy. If that were true, as it is not, it would still be no argument against the policy of subsidies, which is intended first to foster a strong merchant marine and secondly to put American merchants and manufacturers on an equal competitive basis with foreigners. That is the way to win "mastery of the Pacific."

HARD TO PLEASE

THE conflict of law between the state and federal jurisdictions comes to a head under the recent order of Judge Pritchard of the United States circuit court in North Carolina suspending pendente lite the 2 1/2 cent passenger rate law. The validity of that order and the power of the federal court to suspend or set aside a state statute were and are hotly contested by the governor and other local authorities, and threats were made of proceedings for contempt of court on one side and on the other that the court's order would not be obeyed. The parties to the controversy, however, appear to have arrived at a more sane state of mind and will thrash out the dispute in peaceful fashion by resort to the United States supreme court.

This promises to be a leading case on the powers and duties of the states that now lack definition in so many important particulars. Some nine months ago Secretary Root delivered a remarkable address, in which he said that if the states continued to neglect their powers and duties the federal government must step into the breach. During the delivery of that speech a vigorous dissent was made by J. P. Morgan and other financial and transportation magnates who were present. The period since that day has been marked by a remarkable renewal of activity by the state legislatures in the matter of railroad regulation. Two cent passenger

Some Pitiful Sights—No. 1



rate bills have been enacted in more than a dozen states and others have put demurrage laws on their statute books. When Secretary Root spoke it seemed as if the states had surrendered altogether to the federal government the duty of regulating the railroads. Morgan and Harriman warmly resent the federal activity in this regard, and as the inaction of the states suited them very well, they expressed open disapproval of what they described as "Root's revolutionary doctrine." They are hard to satisfy. Now that the states have asserted their powers the magnates declare that the federal jurisdiction has been invaded. The suits brought in the North Carolina federal court are instituted by the Southern railway, of which J. P. Morgan holds the control.

TROUBLES OF A COMMANDING OFFICER

THE perplexities of the commanding officer at the Presidio of Monterey are not singular. They are, indeed, such as have pursued the authorities of every garrison town and post since the army canteen was abolished. A measure promoted by well meaning people in the cause of temperance, it has become a cause of drunkenness, with attendant evils of an even more serious sort. Colonel Maus has his hands full with the frowsy fringe of so called "soldiers' clubs" that infest the outskirts of the Presidio of Monterey. General Funston has constant trouble of the same nature with the doggeries that line the approaches to the Presidio of San Francisco.

Harper's Weekly reviews the history of military and naval policy in this regard, due to a mistaken idea of human nature, as it finds manifestations in soldiers and sailors:

John Long pursued the idea a little further. It had long been the custom in the navy to give the sailors beer at one of their meals. John Long forbade it. The consequence was not circumnavigation; it was drunkenness. When the men got shore leave they drank enough to last them for a good while, and they didn't return to the ship; they were returned to it in bundles. A like result followed the abolition of the right to sell wines and beer in the army canteens. Since then the sides of streets leading to army posts have been lined with rum shops, while the middle of the thoroughfares has been decorated with intoxicated United States uniforms.

Colonel Maus has requested the authorities of Monterey to give his men protection from these birds of prey, but we have little confidence in this resort. You can drive out human nature with a pitchfork, but it will return in far worse shape. Give the men their beer and their light wines under a wise supervision, for otherwise they will go outside for whisky or rum or worse.

Personal Mention

S. P. Wallingford of Reno is at the Dorchester.
John T. Newton of New York is at the St. Francis.
John Ward and wife of Goldfield are guests at the Fairmont.
John R. Searies of Goldfield arrived at the Fairmont yesterday.
A. B. Campbell of Marshfield, Or., is a guest at the Hotel Hamlin.
F. Jenner and family of Fresno arrived at the Hamlin yesterday.
L. H. Taylor registered at the St. Francis from Nevada yesterday.
G. E. Pinkham, wife and daughter of Fresno are at the Majestic Annex.
T. C. Allen, a Los Angeles hotel man, arrived at the Hamlin yesterday.
Dr. and Mrs. Alex Garceau have taken apartments at the Majestic permanently.
A. P. Davis arrived from Washington yesterday and is a guest at the St. Francis.
Mrs. Frances Hodgkins and Miss Lucille Budd of Stockton are guests at the Majestic.
G. B. Wilcox and wife and Miss Bruce Morgan, all of Red Bluff, are at the Jefferson.
Herman Akwood and wife of Chicago are at the Dorchester, having arrived here yesterday.
Louis Schlesinger and wife and two sons arrived here from Newark, N. J., yesterday. They are at the Majestic.

In the Joke World

Host—Why did you write all our guests that this is to be a very informal affair?
Hostess—So I'd be sure to be the best dressed woman here.—Life.
The poet carved his way.
But he was like to starve.
For that, alackaday,
Was all he had to carve. —Philadelphia Press.
Professor—What is a vacuum?
Student—I can't just tell, but I have it in my head, all right.—The Columbia Jester.

Railroad Gossip

THE Peninsula railroad probably will be in operation in about 90 days, according to the announcement made by the officials in charge. The distribution of ties between Mayfield and Los Gatos was ordered begun yesterday, and as the road bed is laid this work should be completed within the time specified. The opening of this road will give a short line to Los Gatos, which has been urgently demanded by the residents of that town and those of the surrounding territory.

The Pennsylvania system is making a small fortune out of hauling steel for the buildings in this city from Ambridge, Pa., to Chicago. There is no struggle to secure this transportation as the material originates on its line, but the war comes on when it reaches Chicago. There are several carloads of steel on the road now for the first national bank, which is to occupy the site of the old Masonic association building at the corner of Montgomery and Post streets. Four cars have reached Chicago already and more are on the way. It is said by the officials of the Pennsylvania lines that their westbound business has increased at least 100 per cent since the fire.

Fred W. Prince of the city ticket office of the Santa Fe has returned from a trip to the frozen north and has taken pictures of glaciers and icebergs and other interesting features of arctic scenery.

"What surprised me most," observed Prince, "was the immense volume of business that was being done out of Skagway, which is the transfer point for all the Yukon region. The White Pass and Yukon railway is doing an enormous business. It well built and has splendid equipment, good passenger coaches, big gondolas, flat and box cars. The steamers deliver an enormous amount of freight to that road for the Yukon country, and the line ought to be paying well. Juneau, too, has made wonderful strides and is a typical American city for bustle and for business."

The Interstate commerce commission has made a ruling that the rate on flour is to be 7 cents higher than that on wheat. This decision was the result of a suit brought recently by the Kansas millers.

The Northern electric has announced that it would have trains running into Sacramento by September and advertises a schedule of a mile a minute. It has a line projected from Chico to Red Bluff and also will have a line to Colusa. The road is now operating passenger trains by day and freight by night between Marysville and Chico. There is another line heading from Vallejo to Sacramento which, it is declared, is entirely independent of the Northern electric.

Adrian Joline, president and chairman of the board of the Missouri, Kansas and Texas, who is spending a short time at Shasta Springs, is expected in the city about the middle of the month.

The Chicago, Milwaukee and St. Paul railroad of Montana and Dakota, through E. D. Sewall, its president, announces the appointment of H. E. Pierpont as general freight agent and F. A. Miller as general passenger agent. This is the Chicago, Milwaukee and St. Paul's extension to the Pacific coast, which, in spite of predictions to the contrary, is being extended as rapidly as men and material can be assembled. It is figured that the entire line to Tacoma will be completed by January, 1910.

C. H. Woodruff has been appointed rate clerk in the office of the Union Pacific in this city, vice J. H. Metford, who has resigned to go into business with a private firm.

The Insider

Discusses transformation of Banker Murphey's daughter into a thorough Parisienne and tells of wit of yachtsman from raisin belt

Mrs. Breckenridge Stranger to Chums Mrs. Adelaide Breckenridge, who has written a pantomime, which she dispatches tell us, will have a London production, was never suspected to possess a desire to shine as a dramatic writer in the old days when she was one of the most popular of our society girls. She was always known to be clever and jolly, and always ready for anything that was up in the way of a merry time. She was also known to be possessed of a strong will, which showed itself when she defied her parents and married young Jack Breckenridge. Since Addie Murphey Breckenridge took up her permanent residence in Paris I hear that she has become so French that her old friends would not know her. She has a near approach to a "salon," which so many of our clever women have tried to establish here with disastrous results. Mrs. Breckenridge's salon is said to be almost Recamerlike in its scope. Nobody is permitted to speak anything but the Parisian tongue within the confines of her drawing room, and that must be rather a hard ordeal for San Francisco girls who call upon their onetime chum in her French home.

By the way, I am told that Banker Murphey, the father of the new aspirant for dramatic honors, still insists on writing his name without the "e," but his wife and daughter as strenuously urge the addition of the euphonic little vowel.

Berry Explains Daughter's Beauty

One of the most enthusiastic yachtsmen in these parts is Fulton G. Berry. They have called him "Admiral" or "Commodore" Berry down in Fresno, which is his home, ever since he acquired the yachting craze. He is "Colonel" Berry to others. Berry is a natural wit, and many of his older stories are going the rounds, though he is still adding new ones to his repertoire. He tells one about a ducky in a New York hotel who took him for a century plant. And one night he was in a box at the Macdonough theater when his daughter, Maudie Berri Fisher Moulton, was the prima donna in the performance. Some one remarked that Madame Berri was very handsome. "Yes," drawled the beauty's father, "she gets her figure from her mother and her voice from me." As Mrs. Berry happened to be as plump as her husband is slim, and the admiral's singing voice is not considered his strongest point, the joke was much appreciated.

Opportunities for Yachting Neglected

It is astonishing how few rich San Franciscans own yachts when we have such a splendid water right at our doors. Mrs. Fred Sharon used to be fond of yachting, and her husband's yacht, the Louise, was named after her. But yachts women are rarer than yachtsmen in our smart set. Shortly after her marriage with Hermann Oelrichs Tessie Fair had an immense craze for yachting, and her husband leased the Stranger, a handsome yacht, from Millionaire Scott of New York for her use. Mrs. Amy Crocker Ash Gillig Gouraud, etc., was an enthusiastic yachts woman for many years. Commodore William McCarthy fell in love with Edith Hall, the Tivoli soubrette, mainly because she adorned the briny as well as he did, and after their marriage they spent many happy hours cruising up and down in Californian waters. The first Mrs. James V. Coleman was passionately fond of the sport, and the time of her singularly tragic death was preparing for an extended trip on the Carmelita, the yacht which was named after her by her millionaire husband.

The Smart Set

A PARTY consisting of Mrs. M. A. Newell, Miss Newell, Miss Alma Haines, Mrs. Frank G. Smith, Miss Thelma Parker, Mrs. Bush Fennell, Philip Fennell, Mrs. Eaton and Mr. and Mrs. Frederick S. Knight returned from Honolulu on the Mongolia Tuesday. These merry travelers passed the last three months on the Parker plantation at Honolulu as the guests of Mr. and Mrs. Fred S. Knight.

Miss Minnie Lambertson was the hostess at a delightfully informal tea at Holly Oaks, Sausalito, yesterday afternoon. Among those who were asked were Miss Mary Finley, Mrs. Frank Finley, Mrs. Orrin Wolf, Miss Vincent, Mrs. Mason, Miss Mason, Mrs. A. A. Watkins, Mrs. F. A. Robins, Mrs. Bryant, Mrs. Keeler, Miss Etelka Williar and Miss Edith Miller.

Miss Ethel Cooper, the much read and traveled daughter of Judge James Cooper, has returned from a delightful outing at Lake Tahoe.

Lieutenant Samuel Bryant, U. S. N., will soon be detached from the Buffalo. He expects to be ordered to Newport, R. I., for shore duty.

Mrs. Hughes, wife of Dr. Leonard Hughes, U. S. A., gave a beautiful regimental tea Tuesday afternoon at her home on Angel Island, in honor of Mrs. Thomas Hammond, who is the latest bride to join the Twenty-second infantry.

Lieutenant and Mrs. Hammond have most attractive quarters at the Rifle range, Point Bonita.

Miss Helen Wheeler will give an informal tea in honor of Miss Mazie Langhorne this afternoon at Rosebank, her attractive Sausalito home. Quite a number of the younger members of society will cross from this side of the bay.

Mr. and Mrs. Clarence Carigan returned on the Mongolia Tuesday from a four months' tour of Japan, China

Charles Laton and Mrs. Laton have come up from Del Monte for a few days and are registered at the St. Francis.

Captain Isaac Newell, U. S. A., and his sister, Miss Newell, will sail on the Manchuria today for a three months' trip to the Philippines. During their absence Mrs. Newell will visit southern California, the Colorado canyon and Chicago.

Miss Van Berger and Miss Marie Louise Foster of Rosa valley are registered at the Hotel Vendome, San Jose.

Mr. and Mrs. Charles C. Moore have been motoring in the northern part of the state for the past two weeks and are now at their country home near Santa Cruz.

Mrs. James Tucker was down from her country home at St. Helena yesterday to attend to her business affairs. She returned at once owing to the serious indisposition of her mother, Mrs. W. B. Bourn.

Mrs. Sade M. Gardner returned on the Mariposa after a month's visit at Tahiti.

Mrs. Robert Beck, a sister of Horace Hill, has arrived from Philadelphia and will pass the winter in the city.

Miss Marietta Havens of Oakland is the guest of Mrs. Thomas Mein in the Yosemite valley.

C. J. Deering, cashier of the Union trust company, will leave the city tomorrow with his family for a tour through Canada and the northwest, including the Yellowstone park, and will be absent from the city about a month.

Answers to Queries

A QUOTATION—C. R. City. The expression, "Few die and none resign," is not correct. Jefferson was the first to express the sentiment. At the time he was putting into effect his plan of removals and appointments for political reasons he wrote in a letter to a committee of New Haven merchants: "If a due participation in office is a matter of right, how are vacancies to be obtained? Those by death are few; by resignation none."

PORT AND STARBOARD.—Subscriber, City. An old time captain to whom your question about port and starboard tack was submitted, gave the following answer: "A vessel is on the port tack when the wind is coming over the port, or the left hand side. She is on the starboard tack when the wind comes over the right hand side. If she is running dead before the wind she is on the tack opposite the side on which she carries her boom. Thus, if her boom is off to starboard, she is on the port tack. A vessel on the starboard tack has the right of way over one on the port tack, and on meeting the vessel on the port tack must keep clear."

FENIANS—A. S. City. In 1870, May 26, Fenians attempted to invade Canada, but General George G. Meade was sent to the scene of operations and prevented the invasion by seizing the men and arms.

CORNELIUS—F. Y. S. City. Richard Cornelius, president of the carmen's union, is a member of the board of civil service commissioners of San Francisco; salary \$100 per month.

Conditions in California

The California Promotion committee wired the following to its eastern bureau in New York yesterday:
California temperatures for the last 24 hours:
Eureka Minimum 56 Maximum 62
San Francisco Minimum 52 Maximum 66
San Diego Minimum 68 Maximum 72
Bank clearings for the week ending Thursday noon, August 1:
San Francisco \$39,975,993.47 1906 \$39,817,215.29; slight gain
San Francisco 1905 \$9,235,030.37; slight gain
Los Angeles 9,301,625.00 1906 9,208,427.50; slight decrease
Oakland 1,585,583.74 1906 3,281,118.55; decrease 41 per cent
San Jose 329,814.10 1906 300,459.17; gain 33 per cent
California lemon growers are realizing big prices this year on a good crop. Prices are from \$4.50 to \$5 a box, and are expected to go to \$7 a box, as against \$5 in former seasons.
Work begins today on the Orpheum theater building at the old location, an O'Farrell street below Powell, San Francisco. It will be a class A structure, with the exterior. The ground site is 107x137 1/2. The completed building will cost \$350,000, according to present estimates, and will be devoted entirely to the purposes of the theater.