

The San Francisco Call

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

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SPRING VALLEY BEGGAR TURNS UGLY

THAT sturdy beggar among the corporations, Spring Valley, carrying its hat in one hand and a club in the other, is now swinging the club. Publicity spoiled its plan to fill the hat with city money by whining mendicancy; now the beggar threatens. The latest move of the water monopoly has been to reduce the pressure in its mains in certain districts, chiefly the Western addition, and to serve notice on the consumers of these sections that they must be economical or they will have no water at all.

The pretense on which this impudent beggary is advanced has not the slightest foundation. The company has an ample water supply. It has so declared. On the testimony of the corporation's president there is now on hand a sufficient supply for the consumption of 1,000 days. The plant may or not be adequate, but the deficiency, if any, is not serious and can be readily met. Quite possibly this may require an assessment on the stock, but the amount cannot be large, even if we accept the statements of the corporation officials.

The demand that the tax payers should supply this money is preposterous and not to be entertained for a moment. The merest statement of the nature of that demand is sufficient to demonstrate its unjustifiable nature. Here is a company declaring on oath that its property is worth upward of \$50,000,000, and yet it comes, hat in hand, asking the tax payers of San Francisco to make a gift of a considerable sum to be invested for the company's benefit, to add to its plant and improve its facilities. That is to say, the tax payers are asked to increase the investment on which they must pay interest in the shape of water rates. In other words, the public is implored to give \$160,000 to the company and subsequently to pay interest on its own money forever. It is an impudent and unconscionable demand, backed by threats.

Of course, the city will not accede to any such imposition, and the owners of the water plant must get out of their difficulties by their own efforts. Other people lost money and property by the fire and have had to make up their own losses. Spring Valley must do the same.

From the beginning of its history the water company has been a positive injury to San Francisco. In former years it was the chief corrupting influence in local politics. Always its charges have been exorbitant. Now it comes alternately begging and threatening. It is time that these unsatisfactory relations were ended by getting rid of this corporation forever as far as the water supply of the city is concerned. San Francisco should own its water system and will, doubtless, be willing to pay a fair price for such part of the Spring Valley plant as may be needed, but the buyer and not the seller will fix the price.

CITY AND COUNTY HOSPITAL SITE

VIRTUALLY unanimous concurrence will be given to Supervisor d'Ancona's proposal to rebuild the city and county hospital on the old site or on almost any other site than the almshouse tract. There is a very general agreement among all who have given the matter attention that a mistake was made when the almshouse tract was chosen as the future location of the hospital. That neighborhood is the worst possible choice for hospital purposes. It is damp and fog steeped. The summer trade winds are harsh and there is no shelter. Above all, the place is distant from the center of population. It would be almost inhuman to insist on transporting sick people to such a distance over high hills and bad roads. Altogether, no worse location for a hospital could be found on this peninsula.

Some money has already been raised on bonds for the construction of a hospital. There may be some legal difficulty about the use of that money for a location not contemplated or specified in the vote for bonds, but presumably this objection can be overcome. The people, doubtless, have the power and right to rescind their former action by the same method of election. There cannot be any doubt that when the question is submitted to change the location the vote will be decisively in favor of the old site. The place is convenient in every respect and we do not believe that the residents of the neighborhood will make objection. A hospital is really a good sanitary neighbor.

We hope that the proposition will be pressed. Present conditions are disgraceful. They would have been reformed long ago had it not been for the worthless and incompetent administration with which this city has been cursed for two years. It is a pleasure once more to find men in control who take hold and do something for the good of San Francisco.

A QUARRELSOME FOLK

IT might seem as if irrigating communities were a quarrelsome folk. We heard something of this in connection with the Truckee project, but the Nevada people were peaceful when compared with the bustling belligerence of the communities on the lower Colorado river. Yuma and the Imperial valley are as busy as an anthill in an earthquake. Knives are out and tongues unsheathed. The protagonists of this unlovely squabble invite the public to attend and participate in the free fight which they propose to pull off in Sacramento at the end of this month by way of pre-

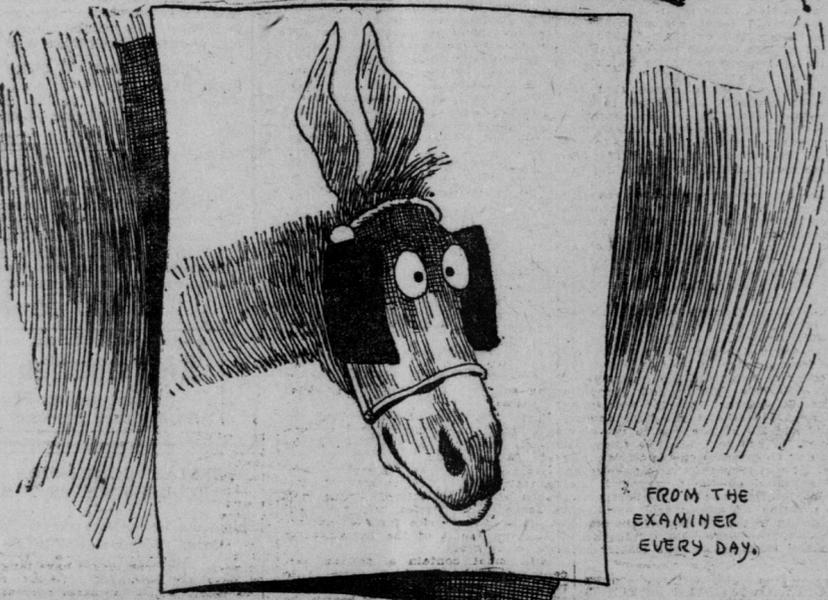
Two Views of Langdon by Perfidious Willie

When Hearst Thought He Controlled the Prosecuting Attorney; and—



FROM THE COSMOPOLITAN OF JULY—FIRST EDITION

SIMPLE AND IN CORRUPTIBLE.



FROM THE EXAMINER EVERY DAY.

When the Prosecuting Attorney Refused to Take the Hearst Program

liminary to the national irrigation congress. Angry charges are made, involving the integrity of the reclamation service and its officials. Waste and favoritism are alleged in the prosecution of the work. It is probably true that the government work is more expensive than it might be if done by private enterprise. On the other hand, it will probably be done in a more thorough and satisfactory fashion. Yet as the settlers are partners in the enterprise and will, in the last resort, foot the bills, they have the undoubted right to be heard. The slightest acquaintance with the methods of bureaucracy shows how difficult it is to get such rights recognized.

This dispute, however, is by no means one sided, nor is it altogether a wrangle between the bureaucrats and the settlers. There is a third party, which assumes the name of the Yuma County water users' association. This body officially declares that the objectors are merely a lot of disgruntled soreheads, not at all representative of the real sentiment of the community. We shall not pretend any knowledge of the merits of the controversy, but will rejoice to keep a ring for the scrappers when they come together at Sacramento.

REOPEN THE GEARY STREET RAILWAY

THERE seems to be no good reason why people residing along the line of the Geary street railway should be denied the use of that road pending the installation of a municipal plant. The present denial of these facilities causes extreme congestion on parallel lines in the rush hours. Doubtless it suits the United Railroads very well that the Geary street road should continue to be tied up, but the board of supervisors is in no wise concerned to fatten the balance sheet of that corporation.

The supervisors are apparently committed to the construction of a municipal railway on this line, although the expenditure of so much public money on an experiment seems injudicious at a time when real needs press so hard on the treasury. But even if this work is undertaken it will be some time before a pick is driven in the ground. The engineering and other departments of the city government are proverbially slow, and while they are getting ready the people along the line should not be deprived of transportation. It is three years now since the first money for this purpose was appropriated from the city treasury, and the plans are not much farther advanced than they were at the start.

A SAN DIEGO NAVY YARD

SPEAKING of the coming visit to this coast of Admiral Capps, chief naval constructor, and Admiral Cowles, chief of the bureau of equipment, the Boston Transcript remarks that the idea of a San Diego navy yard is "an old, old story and not an emergency scare." That is very true. The idle talk about war never had either basis or acceptance, but the needs of the navy imperatively demand increased facilities on this coast. Speaking of the considerations that govern the selection of San Diego for a navy yard site and coaling station the Transcript adds:

It is the southernmost of the good Pacific ports of the United States, holding the same geographical relation to San Francisco which is held by the new navy yard at Bremerton on Puget sound. Its importance will be enhanced by the completion of the Panama canal. If Japan did not so much as exist, and if there never had been any friction with the mikado's government, it would still remain true on general principles that an adequate naval station at San Diego would be a wise investment for the United States, looking to broad considerations of the national defense on the Pacific ocean. San Diego possesses one of the best harbors in the world.

The equipment of a navy yard at San Diego is no war measure. It would probably take half a dozen years to get the plant in working order, but the work should certainly be completed before the Panama canal is opened.

In Railway Circles

THE Southern Pacific has a big force of men grading the road from Redwood City to the bay, and at Newark the road already has been graded to the water's edge and a pile driver has commenced driving the piling for the Dumbarton bridge. From appearances it looks as if there will be no time lost on the construction of this line.

A meeting of the California association of traffic agents has been called at the rooms of the Transportation club for Saturday evening, when the important project of holding a ladies' night will be discussed. George G. Fraser also announces the following baseball events: August 11, Southern Pacific freight claim department at Freeman's park, Oakland; Saturday afternoon, August 17, Pensacola, at Goat Island; September 8, Los Angeles Transportation club; September 9, Santa Barbara Elks. Also a half mile swimming race; 50 and 100 yard dashes, open to members of Los Angeles and San Francisco transportation clubs. Several entries are in. All must be in the hands of the secretary by September 1. There also will be a game on September 15 with the Santa Rosa team at Santa Rosa.

A new rate has been put into effect by the transcontinental lines for honey, which, it is believed, will have the effect of inducing farmers to enter more largely into the raising of bees. For some time past the Californian lines have carried a carload of strained honey for 85 cents per 100 pounds from terminals to eastern territories, and from interior points to the same territories the rate has been \$1.10 per 100 pounds. The differential in favor of the terminal made it necessary for the producer of honey to sell his product to the refiner at the terminal.

It now has been determined to cancel both of the rates and substitute therefor the rate of \$1 per 100 pounds, which will apply from both terminals and interior points. This will have the effect of putting the producer on the same basis as the refiner at the terminals.

For some time past the Southern Pacific has been experimenting with a variety of coals to secure a good burning coke and has finally solved the problem. These experiments have been made at the oven plant which has been installed at Alameda point. A fine coke has been sent to the general office for approval, which, it is thought, will prove an admirable substitute for coal. On the Baltimore and Ohio road coke is extensively used on the locomotives and the better results have been obtained. It is said, than with coal, being cheaper and burning more slowly.

J. H. Crooker, an extra brakeman in the employ of the Southern Pacific, has confessed that he is responsible for the derailment of the passenger train in the Roseville yards last week when two or three persons were slightly hurt. He says that he believed the switch was being split by the train and threw the switch. There was no malicious intent on his part.

E. E. Calvin, general manager of the Eastern Pacific, is making a tour of inspection of the lines in the north.

J. H. Griffin, who attends to the passenger interests of the Canadian Pacific in British Columbia.

The Insider

Reproduces missives written by Secretary of State Root, William Jennings Bryan and the American Minister to Spain, W. M. Collier

Elihu Root Scores the Hearst Papers

ONE of my friends, a young man of a literary turn of mind, bought a typewriter some time ago. One day, while he was trying to master the art of manipulating the keyboard, it occurred to him that he could put his practice work to an interesting use by inditing letters to some of the world's notable men on themes of public support. Among others he wrote to Secretary of State Root, William Jennings Bryan and William Miller Collier, American ambassador to Spain. He received replies to all of his missives, and when I visited him at his home yesterday he permitted me to make copies of the communications of the three distinguished men named. Secretary Root's letter is self-explanatory and is given herewith:

Department of State, Washington.—Dear Sir: I have to acknowledge your letter and to thank you for your kind expression regarding the attacks upon me in the Hearst newspapers. Of course, when I said what I did about Mr. Hearst's unfitness to be governor of New York, speaking at Utica in the campaign of 1906, I knew that I should be pursued by Mr. Hearst in his newspapers. I relieve myself from annoyance by never reading his papers. I really know of no adequate remedy for such injuries. Our law of libel, as it is administered, affords practically no redress. The only thing that a man can rely upon apparently is the knowledge of his character and conduct which exists among the people of the community in which he has lived and their unwillingness to believe the false and defamatory statements of such newspapers as Mr. Hearst publishes. Very truly yours, ELIHU ROOT.

W. J. Bryan Tells of the Democracy

The signature to the letter of response received by my friend from William Jennings Bryan aroused much curiosity in his mind, for it seems to have been made with a rubber stamp. Is it possible that the great chieftain of the democratic party uses a die to affix his signature to his letters? Bryan's letter is as follows:

Lincoln, Neb.—My Dear Sir: I find your favor upon my return to the city. It is difficult to look very far ahead in politics, but at present the outlook for the democratic party seems to be growing brighter, partly because of a growth in public sentiment favorable to democratic principles and policies and partly because of the fact that the republican party is divided and the democratic party practically united. Very truly yours, W. J. BRYAN.

Spain's Royal Babe Is Most Healthy

When my friend wrote to Ambassador Collier he requested him to send with the letter of reply a photograph of the newly born heir to the Spanish throne, if it were convenient to do so. Minister Collier's answer follows:

American Legation, Madrid.—Dear Sir: In answer to your letter of inquiry, I would say that diplomatic regulations as well as proprieties make it improper for me to discuss the royal family except in my dispatches to the secretary of state. I think, however, it is permissible for me to tell you that the prince of the Asturias, the newly born heir, is a most healthy child, weighing at the time of his birth four kilos. He has blue eyes and a fair complexion. No photograph of the infant prince has yet been published in Madrid. I am, sir, very respectfully yours, WM. MILLER COLLIER.

The Smart Set

A CHARMING surprise, which given to army circles around the bay several days ago when Mrs. Pickering, wife of Major Pickering, announced the engagement of their daughter Yeteve to Captain Kirby, Smith of the Fourteenth cavalry. The announcement was made at a regimental tea given at Mrs. Pickering's home at the Presidio of Monterey. For more than a year the Pickering were stationed at Alcatraz island, and this charming, traveled and well-read daughter of the house endeared herself to all of the Twenty-second infantry. The wedding, which will be a full military affair, will be celebrated in November.

Miss Eastman of Sacramento, who is well known and popular in society circles in this city, will leave today for the east, and upon her return in about a month will spend several weeks with her cousins, ex-Governor Henry T. Gage and his wife, at their country place near Los Angeles.

Mrs. Silas Palmer (formerly Miss Olive Holbrook) returned yesterday from an eastern trip. She was a guest of Captain and Mrs. Robert McMillan at Moultrie near Charleston. After a brief visit here with her father, Charles Holbrook, the remainder of the summer

Mrs. James King Steele is spending a few days at Sacramento.

Mr. and Mrs. James L. Flood and family motored from Interlaken recently over the Bruning pass to Eureka.

Miss Florence Hunt, daughter of Mrs. Randall Hunt and a pretty debutante of last winter, has gone to Fort Bragg to make a fortnight's visit with Miss Emily Johnson.

Personal Mention

John Hay, a London merchant, is at the Fairmont.

C. P. Baird and wife of Santa Maria are at the Hamlin.

R. A. Rogers and wife of Stockton are at the Imperial.

T. M. Sloan of Los Angeles is a guest at the St. Francis.

J. O. Wade and wife of Kansas City are guests at the Hamlin.

N. P. Cummins and wife of Chicago are guests at the Jefferson.

M. S. Hagar and wife of New York city are staying at the Majestic.

Cecil Anderson and wife of Chicago arrived at the Majestic yesterday.

A. J. and John Hill of Anaconda, Mont., are registered at the Jefferson.

Peter Leffingwell and wife of New York city are guests at the Dorchester.

E. L. Wilson, wife and daughter of Reno are guests at the Majestic annex.

James A. Ginson, a Los Angeles attorney, arrived at the Savoy yesterday.

C. G. Patrick and L. B. Curtis, Denver businessmen, are guests at the Hamlin.

J. F. Ricks and wife arrived from Eureka yesterday morning, having made the journey by automobile. They are staying at the Baltimore.

W. G. Thompson and wife arrived from Napa yesterday. They are at the Baltimore.

H. M. and T. S. Coffin arrived from Los Angeles yesterday and registered at the Majestic.

F. J. Wheeler of the San Pedro and Los Angeles railway arrived at the St. Francis yesterday.

A. R. Simpson and family arrived from Portland yesterday and are guests at the Imperial.

G. H. Hayes, M. J. Monette and A. D. Myers, Goldfield mining operators, arrived at the Fairmont yesterday.

E. A. Collins and wife are here on a pleasure trip from Los Angeles. They are staying at the St. Francis.

Answers to Queries

CUSTER'S RESTING PLACE—Subscriber, City.—The resting place of the remains of General Custer is West Point, N. Y.

FISHERMAN.—S. Berkeley, Cal. One who goes fishing is not required to take out a hunter's license.

ENCINAL.—J. City. Encinal is Spanish and means grove of evergreen oaks.

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, 49... Maximum, 62
San Francisco... Minimum, 57... Maximum, 66
San Diego... Minimum, 64... Maximum, 76

Number of vessels passing through the Golden Gate at San Francisco during the past week, 24.

Reports received by the California Promotion committee from Hollister say that top prices are being realized on hay.

The Colusa county barley crop is a big one and prices are good. Fields that were expected to produce from 25 to 35 sacks per acre are yielding 30 sacks or more.

The completed steel frame is in place for the Walsh building, in California street near Battery. This is an eight story, class A structure, to be faced in pressed brick and terra cotta. The frontage is 54 feet on California street, with an irregular lot running through to Halleck. The building will cost \$300,000, and is to be devoted to stores and offices. It will be finished early in November.