

SAN FRANCISCO, SUNDAY, APRIL 26, 1908.

EARL ROGERS IS IN CONFERENCE WITH CALHOUN

Summoned to Santa Barbara by Indicted President of Trolley Company Admits That Visit Is for Purpose of Discussing the Graft Cases May Possibly Again Take an Active Part in Defense of Tirey Ford

By W. Russell Cole SPECIAL DISPATCH TO THE CALL SANTA BARBARA, April 25.—At the request of President Patrick Calhoun of the United Railroads Attorney Earl Rogers of Los Angeles today made a flying trip in an automobile from Los Angeles to Santa Barbara to discuss with the indicted chief of the San Francisco corporation the advisability of his again taking an active hand in the defense of the graft cases.

Calhoun arrived at the Hotel Potter early this morning, ostensibly to be present at the reception to the Atlantic fleet, but his activity in summoning Rogers to meet him gives rise to the belief that he expected to be able to hold an extended conference where news of it could not leak out. He summoned Rogers to meet him at once and the latter, having missed an early train to Santa Barbara, started in an automobile. Owing to an injury to the machine, he did not arrive until after 11 o'clock this evening. Asked the purpose of his visit, he said: "Mr. Calhoun and myself are here and you can draw your own conclusions. I will say, however, that I came here at his request and that the purpose of the visit relates to the so-called graft cases. I do not see that it is necessary for me to resume active charge of the defense in the trial of Mr. Ford, which is now going on, for I have conducted the trial twice and the line of defense can very well be carried out again without my help. I have never withdrawn as a member of counsel for Mr. Ford, but I have other cases now awaiting my attention in Los Angeles which are of much more pressing importance. My present intention is to return to Los Angeles either tomorrow or Monday."

FREMONT OLDER IS HALED TO KERN COUNTY COURT Millionaire Renews the Fight Against Newspaperman on Criminal Libel Charge SPECIAL DISPATCH TO THE CALL BAKERSFIELD, April 25.—Fremont Older, managing editor of the San Francisco Bulletin, was held to answer to the superior court of Kern county this morning on a charge of criminal libel preferred by William S. Tevis, based on an article which appeared in the San Francisco paper in 1907. He gave bond in the sum of \$1,000, furnished by the Metropolitan surety company.

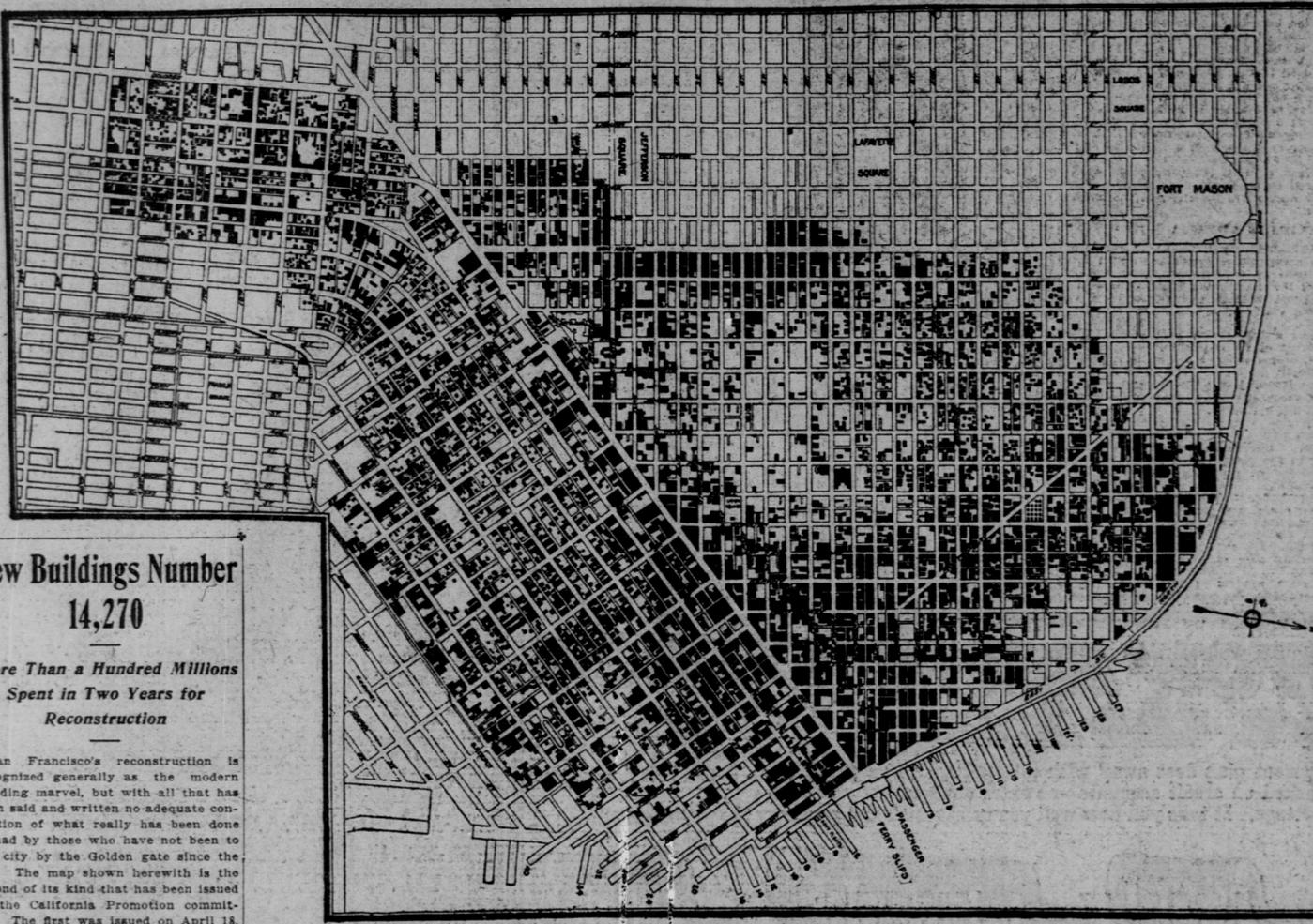
An effort was made to secure the dismissal of the case after the preliminary trial had almost been completed, on the plea of once in jeopardy, but Justice Black sustained the objection of Attorney Packard for Tevis and the plea failed. After the examination today Tevis, who is plaintiff in several criminal actions against R. A. Crothers and Fremont Older of the San Francisco Bulletin, filed a civil suit for \$100,000 damages in the superior court, naming the above two newspapermen and A. Weaver of this city, who was local distributing agent for the Bulletin at the time the alleged libelous publication was made, May 16, 1907, as defendants.

NORSEMAN CUTS THROAT AND FIGHTS PHYSICIANS Uses Knife Snatched From Fellow Patient and Loses Two Quarts of Blood TACOMA, April 25.—Shrieks for help sent the staff of St. Joseph's hospital running to one of the wards about noon today, where a stalwart Scandinavian was found slashing his throat with a knife, which he had seized from another patient who was cutting his finger nails.

The man lost about two quarts of blood and fought the doctors before he could be overpowered and the wound stitched up. He is Albert Banken and he was brought from Wilkeson today suffering from delirium as the result of excessive drinking. His recovery is doubtful.

Army Orders WASHINGTON, April 25.—Contract Surgeon John M. Shepherd will proceed to Fort McDowell to accompany the Twenty-second Infantry to Alaska, sailing from San Francisco May 2. Major Herbert Deakney of the corps of engineers is relieved from further duty in the Philippines division.

San Francisco's Reconstruction in Black and White Shows the Great Work Done in Two Years



New Buildings Number 14,270 More Than a Hundred Millions Spent in Two Years for Reconstruction

San Francisco's reconstruction is recognized generally as the modern building marvel, but with all that has been said and written no adequate conception of what really has been done is had by those who have not been to the city by the Golden Gate since the fire. The map shown herewith is the second of its kind that has been issued by the California Promotion committee. The first was issued on April 18, 1907, one year after the fire, and this one came out April 18, 1908, two years after.

An examination of this map shows the enormous building operations which have been going on so far as ground space is concerned. It tells nothing, however, of the massive structures which have been springing up all over the burned district and which are represented here simply as black spaces on the white ground of the map. Of the burned district shown here all the black represents new buildings that have either been completed since the fire or are in course of construction. It all represents actual work done on a grand total of 14,270 buildings and an expenditure of \$117,514,495.

San Francisco's building ordinances divide buildings into four classes: Class A, being a steel and stone, brick or concrete construction, as near fire proof as possible; class B, being of reinforced concrete or of brick or stone with steel floor beams, practically fire proof; class C, being of brick, stone or concrete, with wooden floor beams; and frame. In the showing made in the reconstruction map these buildings are represented as follows:

Table with 3 columns: Class, Number, Value. Rows include Class A (14,270 buildings, \$102,186,517), Class B (95 buildings, \$7,096,671), Class C (1,007 buildings, \$3,347,210), Frame (8,817 buildings, \$7,139,694), Alterations (4,198 buildings, \$8,010,983). Total: 14,270 buildings, \$102,186,517.

Under the head of "alterations" come numerous new buildings in addition to the 27 class A buildings which were scorched and marred by the fire and which have virtually been rebuilt since that event. It is not alone in her building operations that San Francisco has made a wonderful record since the fire. The clearances of her banks in the past two years have been phenomenal, amounting to a grand total of \$3,977,562,202.29. San Francisco's population, which was estimated at half a million by the California Promotion committee before the fire, has almost reached that point again. According to calculations made by the committee on November 1, 1907, the population at time numbered 479,635 and has been increasing steadily ever since, so that it may be estimated now as being close to the half million mark again. It is significant in this connection to note that the four bay cities—San Francisco, Oakland, Berkeley and Alameda—have increased their total population nearly 150,000 above the total that obtained before the fire. In the territory within a radius of 15 miles of the city hall of San Francisco there is estimated a population of 850,000.

Liner Rams and Sinks British Cruiser Sailors Form Ranks and Are Rescued Batch by Batch by St. Paul's Boats

SOUTHAMPTON, April 25.—The American line steamship St. Paul, which left Southampton on her regular voyage bound for New York this afternoon in a dense snowstorm, rammed and destroyed the British second class cruiser Gladiator off the Isle of Wight. "No one on the St. Paul was killed or injured," but the bodies of Steward Widgey, Writer Cowdry and a Maltese steward, named Debras, all attached to the cruiser, have been brought ashore; one officer, Lieutenant William G. P. Graves, who attempted to swim to land, is missing and eight injured have been taken to the military hospital at Golden Hill for treatment. It is believed that only a few others were lost.

The St. Paul left Southampton at 12:30 o'clock, one hour late, due to the belated arrival of the passenger train, which was blocked by snowdrifts on the trip from London. Immediately the St. Paul turned into the Solent, which runs parallel to the Isle of Wight, she encountered a terrific snow blizzard. Captain Passow and his chief officer, with the American liner's regular pilot, were on the bridge, and a lookout was posted in the bows. Suddenly a ship appeared immediately in front of them.

Orders were given on the instant for full speed, astern, but it was too late. The St. Paul's sharp stem rammed the anchored vessel amidships; she quivered, reeled and settled. The passengers on the St. Paul rushed on deck in great alarm, the women on the verge of a panic. The officers and crew allayed the terror with as fine a show of discipline as though they were trained men of war. Lifeboats from the St. Paul were lowered within a few minutes. The Gladiator began to sink almost at once. At the captain's command the men formed in line on the deck and stood in ranks while the cruiser settled down. In obedience to orders, successive batches marched to the gangways and entered the St. Paul's boats, until practically the whole crew had been taken off and landed at Yarmouth, on the Isle of Wight. The Gladiator's crew numbered 480 men, and Captain Walter Lumsden was the last to leave his ship.

Captain Lumsden on landing, at once sent a message to Captain Passow thanking him for his promptitude in lowering the boats and complimenting the conduct of the American seamen. The Gladiator soon sank. Only her upper works are now visible. The St. Paul returned to Southampton and her passengers were put ashore. "They will sail again by the Teutonic on Wednesday. The storm which was responsible for the collision, extends along the whole southeast coast of England, and is described as the worst since the blizzard of 1851. The Gladiator was a twin screw protected cruiser of the second class. She was of 5,750 tons and was 320 feet in length. She was built at Portsmouth in 1896.

Urges New Tallying of All Chinese in U. S. Immigration Official Tells House It Must Compel Enforcement of Law

SPECIAL DISPATCH TO THE CALL WASHINGTON, April 25.—That the Chinese exclusion law is not properly enforced, that Chinese are making their way into the United States every day when they have no right to do so and that a change in the existing law will be necessary to check this growing condition, are facts that were pointed out in emphatic terms to the house committee on appropriations by Commissioner General of Immigration Sargent. "The reason for a universal laxness and, at times, a lamentable weakness in enforcing the exclusion law, is described by the Commissioner: Sargent as the erroneous sentiment that grew out of the talk of a Chinese boycott. In asking the committee for \$500,000 to enforce the law, Mr. Sargent said: "One of these days we will have to meet the proposition, and meet it fairly and squarely. The construction of the law at present is such that you are not only opening the door to laborers and allowing them to come in here by subterfuge and trickery, but you are working against the interests of the merchants and high class Chinese who would naturally come to this country. There are so many Chinese in this country illegally that in my opinion you are warranted in requiring a re-registration, giving every Chinese now in this country a register. When you have done that you should treat the Chinese as you would any other alien. If the Chinese is here unlawfully you should put him out of the country."

DIES OF STRYCHNINE; MAY HAVE BEEN SUICIDE Mrs. Mae A. Hastings Succumbs to Poison on Day of Daughter's Return SPECIAL DISPATCH TO THE CALL PETALUMA, April 25.—Mrs. Mae A. Hastings, daughter of Mrs. John W. Fritch, died of strychnine poisoning late this evening. Whether self administered with suicidal intent remains to be determined by a coroner's jury. Mrs. Hastings was the widow of Fred Hastings, well known in railroad circles in San Francisco a few years ago. Her only daughter, Miss Irene Hastings, arrived in Petaluma this morning from Santa Maria, where she had been teaching school, to prepare for her wedding. She is to marry Bert S. Ledbetter of Los Angeles, and the wedding was to have been a society event on May 26 at the Episcopal church of this city. Whether the death of Mrs. Hastings had any connection with the marriage of her daughter has not been made public, but it is rumored to have been the cause. Mrs. Hastings was a native of San Francisco and was about 40 years of age.

Chelsea Refugees Get "Red Tape" Relief Associated Charities Installs System That Hinders the Hungry to Aid Impostors

SPECIAL DISPATCH TO THE CALL BOSTON, MASS., April 25.—Relief work for the Chelsea fire sufferers is being characterized by much incompetency on the part of those in charge of certain phases of the work. Endless red tape retards relief of the needy and worthy refugees, at the same time affording opportunity to the unscrupulous impostors and refugees without any self-respect to obtain supplies and aid to which they are not entitled and do not need.

A lengthy card index investigation system, coupled with careless work in handling cases, delivery of supplies, etc., is responsible for much of the trouble. More than 5,000 people are now being supplied with food and household goods as rapidly as possible. The present system has become such an annoyance, however, that many private workers and powerful people have withdrawn from the relief committee to carry on the work more expeditiously alone. The fault lies with the Associated Charities, who proceeded to "declare themselves" in on the relief work, and having been taken in, proceeded to institute a "system" which has proven anything but a system. On the contrary, it has proven to be "chaos."

ADVENTISTS WILL BUILD \$30,000 NORMAL SCHOOL Directors Travel Over West to Decide on Tract Near Lodi SPECIAL DISPATCH TO THE CALL STOCKTON, April 25.—Thirty thousand dollars will be expended by the Pacific normal institute, conducted under the direction of the Seventh Day Adventists, in erecting a modern college near Lodi for the instruction of young men and women in the various academic branches.

Professor Sharp of Healdsburg, Professor Colcord of New York and Professor Moon of San Jose have been travelling over the west for several weeks in search of a location for the western branch of the institution, and only yesterday announced that they were satisfied with a 20-acre tract offered them in the San Joaquin county grape belt. The Lodi chamber of commerce and the several promotion bodies of that section will purchase and donate the site to the directors of the college. FORMER SENATOR LIES BALTIMORE, Md., April 25.—Former United States Senator J. N. Camden of West Virginia died here today of congestion of the kidneys. He had been ill for two weeks. Camden was 90 years old. At his bedside were his wife and son, J. N. Camden, Jr., and General and Mrs. B. D. Spillman, the last named being the senator's daughter.

Calhoun Angles Slyly for Geary Road Auction and Acts of Agents Show Plot

Patrick Calhoun is reaching out stealthily hands for the Geary street railroad. He wants a new through route to the beach and he hopes to get this franchise for a song. Working with his usual craft and through underground channels, he has enlisted the unwitting aid of some of the improvement clubs of San Francisco. It was only when he forgot caution long enough to let his known adherents push his plans over the bumps that the scheme was exposed.

The fang of the serpent protrudes from the apparently innocent petition circulated by the Geary street and Point Lobos avenue improvement club asking the board of supervisors to have the Geary street railroad sold to the highest bidder. Ostensibly the residents of Point Lobos avenue wanted the railroad sold so that a new system might be built and extended out Point Lobos avenue to the beach. It was with this thought in mind that the club took up the proposition and with the same idea the petition has been indorsed by the Civic league, the Federated improvement clubs of San Francisco and other representative organizations.

In reality Patrick Calhoun alone wants a new franchise to the beach; and with characteristic guile seeks to trick the citizens out of its value by buying in the Geary street railroad at an auction where nobody else will bid. To any independent corporation the road would be valueless without transfer connections and with no outlet to the ferry. To Calhoun the road is a fat gudgeon worth millions which may be hooked with a bait of paltry thousands.

The scheme slid smoothly on for several months before sand on the tracks was needed. Its first setback occurred at the last meeting of the Haight street and Ashbury Heights improvement club. The usual petition was presented for indorsement, but this was denied for the reason that the constitution of the club forbade consideration of matters foreign to the interest of the district. In their avidity the proponents of the measure sought to have a constitutional amendment passed which would permit indorsement. When Senator Edward I. Wolfe and H. E. Coffey, brother of Dr. Walter B. Coffey, chief surgeon of the United Railroads, arose in advocacy of the amendment, and made a bitter fight for the adoption of the amendment and the indorsement of the petition, suspicion awoke. Former Registrar Edward J. Walsh contested the proposition and aroused such opposition from the two known Calhoun agents that their motive was made plain, and the deal was stopped for a time, as far as the Haight street club is concerned.

DEATH IN PATH OF TORNADO IN SEVEN STATES

Five Hundred Killed; More Than a Thousand Hurt by Fearful Storm Southern Towns Laid Low by Twisting Wind and Loss Reaches Millions Scenes of Misery and Freakish Incidents Mark Story of Catastrophe

ATLANTA, Ga., April 25.—Up to 9 o'clock tonight the dead and injured in Friday's tornado are as follows: Louisiana—Dead, 99; injured, 350. Mississippi—Dead, 153; injured, 600. Alabama—Dead, 31; injured, 113. Georgia—Dead, 25; injured, 100. This makes the dead for four states 313; injured, in which minor injuries are not included, 1,213.

Table with 3 columns: Town, Killed, Injured. Rows include Albertville, Ala. (25 killed, 36 injured), Bergen, Ala. (4 killed, 15 injured), Cedar Creek, Ala. (8 killed, 12 injured), Democrat, Ala. (5 killed, 6 injured), Fort Deposit, Ala. (3 killed, 25 injured), Reids, Ala. (2 killed, 3 injured), Thomasville, Ala. (2 killed, 10 injured), Warrior, Ala. (3 killed, 7 injured). Total for Alabama: 52 killed, 118 injured. Other towns listed include Amite, La. (15 killed, 100 injured), Angle, La. (2 killed, 10 injured), Caddo parish (2 killed, 9 injured), Richland, La. (4 killed, 10 injured).

NEW ORLEANS, April 25.—Probably half a thousand lives lost, a hundred or more persons fatally injured and many times this number painfully hurt, together with a property loss running up in the millions, is the record so far of a tornado that originated in the west two days ago, sweeping Texas, Arkansas, Louisiana, Tennessee, Mississippi and Georgia. It has left a path of death, desolation and want in its wake, seriously interrupted all communication between cities in the south and brought about chaotic conditions in many small towns.

Mississippi, already a sufferer from more than one tornado this year, has again borne the brunt of the winds and rains. Estimates of the number of those who lost their lives in that state place the death list between 150 and 175, with a thousand or more injured.

In Texas, Louisiana, Alabama and Georgia, the death lists are also large, with serious loss of life in Arkansas and Tennessee. Authentic information is in many instances lacking, owing to the crippled facilities for communication, and the lack of time to form anything like an accurate estimate of the damage done in many sections.

In half a dozen communities martial law has been declared, so terrible was the destruction and so helpless were the stricken people left by the disaster. Serious disorders have occurred in some places, including Amite, La. Looting and other crimes have been reported, but those instances have on the whole been rare.

Several places have issued appeals for aid, and in Mississippi Governor Noel has been asked to provide tents for the homeless. The tornadoes lasted in all a period of nearly two days. It was Thursday night that damage by tornadoes traveling eastward was first reported from points in Texas. This was followed during the next 24 hours by similar reports from Arkansas, Louisiana, Mississippi and Tennessee. Last night Alabama came within the flint of the storm and today reports of serious damage by the winds in Georgia have been received.

SCENES OF MISERY Utter misery of every sort was found today at Purvis, Miss., by relief parties.—Despite the fact that of the 2,500 inhabitants which this little town boasted yesterday morning, there were only 300 today, still there were not sufficient accommodations in the wrecked village for even the wounded. Negro mummies and little black children lay wounded and helpless under the broiling southern sun. Some had broken bones, some were partly crushed and others had been wounded by sticks and splinters. These unfortunates were lucky if they had a blanket or a storm wrecked couch upon which to rest. There was not enough shelter in the town to protect them from the sun, and many of the walls which remained standing had no roofs, and by a queer freak of the tornado many of the trees