

The San Francisco Call

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WHAT'S THE MATTER WITH STANFORD?

THE CALL doubts whether the sane sense of an American community will approve the extremity of discipline that appears to rage at Stanford university.

These reflections arise naturally from the punishment decreed in the case of Harold Fitch, a student who is denied a degree because, in his capacity as editor of a university periodical, he published certain criticism of faculty action.

Intrinsically the case is not important, except in illustration of principle. It makes the most trifling difference to Mr. Fitch whether he is permitted or denied the right to carry an academic tea kettle tacked to the tail of his name.

There is a queer theory afoot that the students at Stanford are held in some sort of servile condition; that they are inmates of an eleemosynary institution, objects of charity from whom a proper subservience is demanded.

The Call does not accept that theory. Students at Stanford do not make themselves objects of charity. They are no more inmates of a private asylum in that sense than the undergraduates at Berkeley are dependents on the state.

The administration of that endowment is a great trust of the highest public concern. If the trust is administered on narrow principles or to gratify petty personal spite, a grave injury is done to the commonwealth.

THE DEFEAT OF M'NAB

CALIFORNIA drops the tear of imperfect sympathy for the downfall of the "good boss." What hit him? He had become a sort of institution regarded with all the reverence that we pay to a landmark which, although sometimes in the way, is held in moderate affection for the moss on its back.

The boss is dead; long live the boss! Theodore Bell succeeds Gavin McNab as ruler of the fierce democracy of California, for which a fight is always a frolic.

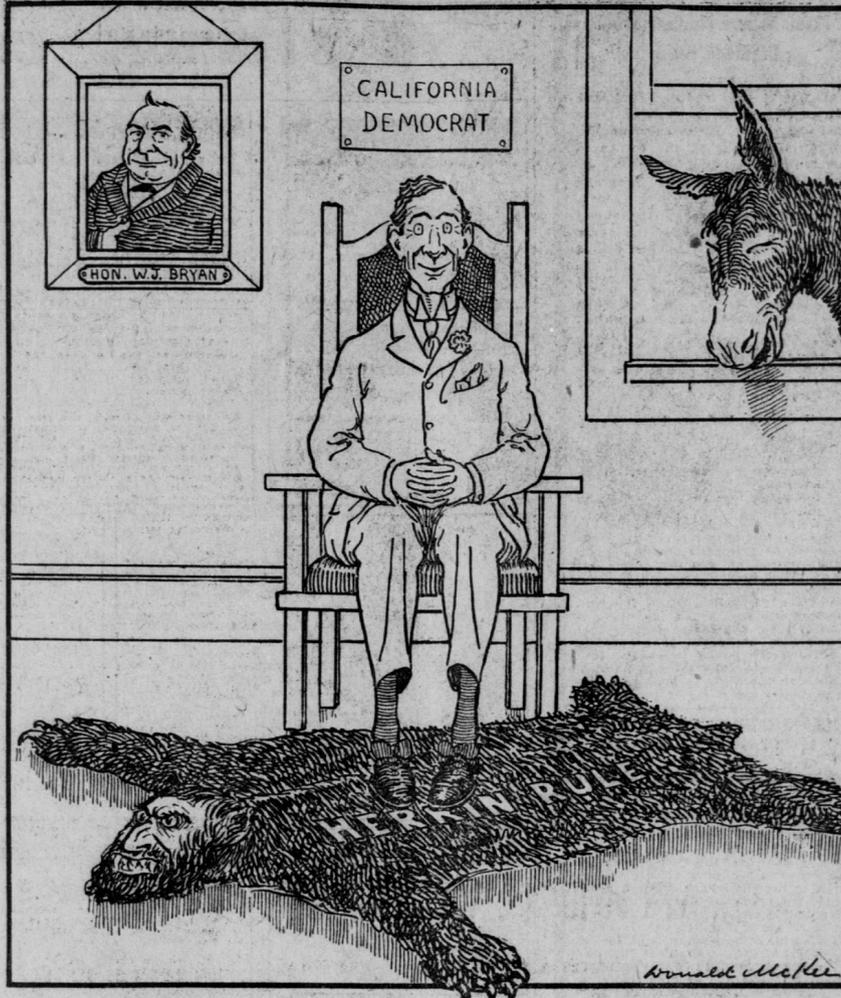
Mr. McNab is the hero of a hundred defeats. He grew fat on disaster and has thriven on political adversity. His fearful and inglorious fate to be obliterated in the last ditch by Max Popper should point an awesome warning for aspiring youth.

Mr. McNab was unfortunate in his friendships. An originally benevolent disposition was perverted by evil communications. It is no secret that Mr. McNab was in sympathy with the "higher ups," and was, in a general way, opposed to the graft prosecutions.

TALK SOFTLY AND CARRY A BIG STICK

FOR nearly 2,000 years mankind has prayed for peace on earth and still the men and the women who pray may wonder how much progress the world is making in the direction of that ideal. The other day this country concluded a treaty of arbitration with Japan and there was therefore much rejoicing.

His House in Order



sented. The five Central American republics vowed they would put away their knives and behave themselves. It was a genuine love feast at which John Barrett spoke for the dove of peace and Andrew Carnegie founded a "temple" for the worship of that shy bird.

Whatever disputes we have with another nation I hope our people will always approach them with the honest desire to come to a peaceable settlement. And, moreover, I hope our people will remember not only the sentence that I have just quoted but the one that went before: "There are no international controversies so serious that they cannot be settled peaceably if both parties desire settlement; while there are few causes of dispute so trifling that they cannot be made the occasion of war if either party really desires war."

Arbitration treaties are useful to provide for minor difficulties. The new treaty with Japan, for instance, prescribes arbitration for all disputes of a legal nature or in regard to the construction of existing treaties between the two nations, but questions touching the independence or honor of the parties are not included.

The best guarantee of peace is the show of overwhelming force by a nation of peaceful disposition like the United States. Let us talk softly and carry a big stick.

THE TELEPHONE ORDINANCE

THERE is no disposition to make unduly exacting terms with the telephone company, but there are certain public rights on which the board of supervisors should insist. One of these is the right to have connections installed within reasonable time and distance.

Another demand made by the telephone company is obviously unjust, and this is the power to employ and discharge the help for the private exchanges. These employees are not paid by the company, but by the firms and business houses that they serve.

It is charged that four supervisors purposely absented themselves from the meeting in order to dodge voting on the telephone ordinance, and thus produced a tie through which the measure failed of passage.

NOTE AND COMMENT

"Bob" Evans cares not who may plan the battles of his country as long as he can furnish the explosives. The talk at Washington of barring cigarettes from the navy is likely to end in smoke.

Personal Mention

L. C. Churchill of Stockton is at the Audubon. E. W. Rider of Los Angeles is registered at the Von Dorn. Hayden James of Cleveland is registered at the Fairmont. Mr. and Mrs. J. W. Patrick of Salt Lake are at the St. Francis. H. W. King and Mrs. King of Los Angeles are at the Colonial. R. Schroeder, a banker of Chicago, is staying at the St. Francis. G. A. Brown of Red Bluff and J. L. Erick of Chico are at the Dale. Mr. and Mrs. Luis of Mexico City have apartments at the St. Francis. Burton Green, an oil man of Los Angeles, is a guest at the Fairmont. A. C. Kains, recently elected clearing house bank examiner, returned to this city yesterday after a month's absence visiting relatives in Montreal, Can. Kains will assume his new duties on June 1. Mr. and Mrs. C. A. Laton of Del Monte have apartments at the Fairmont. W. E. Green of Santa Rosa and W. R. Moore of Lakewood are at the Blair. Guy B. Barnham of Los Angeles is among the new arrivals at the Fairmont. J. Hague of Portland and William Mason of Fresno are at the new Lick house. H. Wittenberg, a member of the Mercantile trust, is at the St. Francis, registered from Portland. E. W. Churchill, a banker of Napa, accompanied by Mrs. Churchill, is at the St. Francis. Former Governor and Mrs. John Lind of Minneapolis have taken apartments at the St. Francis. Among arrivals at the Victoria are W. E. Laurence of Vacaville, W. P. Eichenberg of Kentwood and J. R. Horton of McLeod river.

The Insider

Tells of unique method used by aged boomer for Taft who canvasses cigar stands in the interests of his candidate for the presidency

Queer Tactics of Aged Taft Boomer SHOULD Taft ever grace the presidential chair he should provide some sort of a position for an old man who has been stumping the cigar stores in Kearny street lately, advertising the fact that Taft is in the field for the presidential nomination.

A good example of the unique method used by the old fellow to impress the fact that Taft is to be the republican nominee happened the other evening. There was the usual evening rush of customers who were crowded about the slot machines and lined up to the counter making their cigar purchases. The old man hustled up to the counter and waited. As soon as the cigarmen approached him he left his place, wandered to the edge of the sidewalk and came back, thus losing his turn. This he repeated until the bystanders were interested enough to laugh and the salesman began to grow huffy.

"Well, what do you want?" asked he. "I merely wanted to ask you to vote for Taft for president. He is sure to be nominated," replied the old gentleman politely. Then, while the crowd laughed, the venerable vote getter passed on down the street to talk for Taft at another cigar store.

New York Writer Peers Into Future Bayard Boyeson, writing in the May Putnam's of "The National Note in American Art," says: "The Hearst building maintains a tower like quality throughout and Mr. Gilbert's structure manages to combine this effect with the dignity and sense of power which its size lends it by a frank expression of the qualities of its chief material—the buoyancy and resilient strength of steel."

If Boyeson sees all that he has a sight better than we out here can claim for all that is visible to us is a hole in the ground. He is assuming that the Hearst building has advanced beyond the paper stage and writes as though it were up and occupied. Boyeson is in New York. It's the old story—

"The news we get from Rome Is all made up at home It's my conviction, And that, you see, will account For the terrible amount Of contradiction."

Thomas Appeals Rear Admiral Charles M. Thomas, who has just hauled down his flag as commander of the Atlantic and Pacific fleets after 47 years of continued service in the United States navy, is known among his seamen as a strict disciplinarian. At the same time he has a tactful way of appealing to the personal vanity of the men that makes them jump to obey him. The day he took command of the Connecticut, succeeding Admiral Evans—as one bluejacket told the story to an admiring group on the platform of an Eddy street car the other night—he came across a group of sailors taking their ease on the quarterdeck. Thomas walked past them, his brow wrinkling with displeasure.

"Here, here!" he finally ejaculated. "I don't see why you bluejackets can't stand as straight as any army soldier."

In just about three-fifths of a second a line of the stiffest backed sailors in the navy was standing before him at attention. "When he put it up to us against the soldiers that way," the bluejacket concluded, "who wouldn't stand up, eh?"

Gossip of Railwaymen

"No, young man, you can't take a rise out of me with your rate on sharks' fins. I have been fooled on air hooks and post holes, but the gag you have got is too thin."

"I tell you I have a sackful coming from Mexico." "Sharks, eh? Well, go to the passenger department. That is the only branch of a railroad which has anything to do with sharks. Or, better still, go and see Colonel Kindelon. He knows more about that kind of freight than any man living. Good day, sir."

"Well, I am blessed if I ever met with such treatment," said the aggrieved shipper. "I ask for a rate on sharks' fins and am referred to the head of the police department of the Southern Pacific. This is carrying a joke too far."

The Stone Canyon railway company is constructing a line from Bradley, on the coast division of the Southern Pacific, 20 miles northeast to the famous Stone canyon coal mines in Monterey county. These mines were developed and worked several years. Then they were purchased by the Pacific improvement company, which held them in reserve, as at that time the Southern Pacific was getting all its coal from Beaver Hill and other mines.

The resignation of W. G. Gardner, chief clerk of C. S. Fee, passenger traffic manager, which took effect last week, came as a surprise to his friends in the railroad business. W. G. Gardner was brought here by E. O. McCormick and was regarded as one of the ablest men in the passenger department of the Southern Pacific.

On July 1 the lines in California will publish from all points in this state to Rhyolite, Goldfield and Tonopah a rate of \$1.25 per 100 pounds on asphaltic slag, asbestos, lined metal roofing and roofing paper. The application is made for the same rate as on corrugated iron roofing and after July 1 there will be a uniform rate from this coast to the points mentioned on all kinds of roofing.

The completion of the Manzanillo extension and of the Tampico short line are about the only pieces of work that have not been laid on the table by the Mexican Central, and at this time nothing is being done on the Tampico road owing to the unsettled financial conditions. The importance of the Manzanillo extension and the small amount of construction that has to be done to insure its completion. Work on these bridges between Tuxpan and Colima will be completed some time this summer. A standard gauge track is being built to replace the narrow gauge now being operated from Manzanillo.

The Union Pacific will inaugurate tomorrow a daily tourist car service between Denver and Omaha to take care of the passengers from the west. This is the first time that the Union Pacific has had a daily tourist car service.

Carl Howe, manager of the New York Central fast freight lines, with headquarters at Buffalo, James L. Clark, general western freight agent of the Lake Shore, with headquarters in Chicago, and F. Zimmermann, assistant general freight agent of the Michigan Central, with headquarters in Chicago, will arrive in the city tomorrow night. They are on a tour of inspection of the coast agencies.

There will be a "boom meeting" at the Western Pacific reports that the gap between Marysville and Sacramento has been reduced to 35 miles.

Four new cars have been received by the Mill Valley and Mount Tamalpais railroad during the last three days and more rolling stock is expected to take care of the enormous summer business which is already setting in.

D. T. McCabe, fourth vice president in charge of traffic of the Pennsylvania lines, visited Mount Tamalpais yesterday and will leave tonight for the east. The line the Southern Pacific is building to Owens lake is open for freight and passenger traffic five miles from Mojave.

The Smart Set

CARDS are out for the wedding of Miss Heida Ford, daughter of Mr. and Mrs. Tiresy L. Ford, and Frederick Van Deventer Stott, which will take place on Monday evening, June 1, at 9 o'clock. For this affair the Ford home at Maple and Clay streets, which is one of the handsomest residences in the city, will be elaborately decorated with greens and blossoms, white and pink being the prevailing shades. One hundred and fifty guests will attend the wedding. The ceremony will be performed in the large drawing room, the guests afterward gathering in the dining room for supper. The bride's gown will be of white satin, trimmed with paillettes of lace. She will wear a tulle veil and carry lilacs in the valley. Her maid of honor will be Miss Florence Braverman. The four bridesmaids are Miss Kathleen Farrell, Miss Emily Staley, Miss Helen Wilson and Miss Zella Gibson of Woodland. These will be gowned alike in chiffon silk. Guy La Touche will attend the groom as best man.

Miss Ford is one of the most popular girls of the younger set. After their honeymoon trip Mr. Stott and his bride will make their home in this city. Friends of Captain Carroll D. Buck and Mrs. Buck, who was Mrs. Ynez Shorb White before her wedding in Manila last month, have received letters from them from China. They have been traveling through the southern part of the Flowery Kingdom.

Mr. and Mrs. J. M. Kilgariff and their three children are at present at the Colonial hotel, having leased their Sausalito home for the season. Mrs. Kilgariff and her daughters will leave for New York next month, sailing in August for Europe, where the girls are to be placed at school. Kilgariff will join his wife in Paris in October, and they will spend several months in travel before returning to California.

Interest is being manifested by society here in the engagement of Frank Allen Leib to Miss Mary Bennett of Pacific Grove. Leib is the son of Judge Judge Leib is one of the trustees of Stanford university, from which institution his son graduated, being a member of the Zeta Psi fraternity while in college. The Leibs spend many of their summers at Pacific Grove, where they own a country home.

Miss Bennett is well known to Palo Alto society people. Mrs. Joseph Hopkins, who spent the winter with her son, Lieutenant George Hopkins, U. S. M. C., at Mare Island, has returned to her home in Washington, D. C.

Mrs. James H. Pierce and her daughter, Mildred, have returned to their San Jose home after a week here and a visit of several days to Del Monte. On the Transportation club on June 5 and every member is invited and expected to bring one or two friends with him eligible to membership. The club is considering an outing to Redwood park in the Big Basin. One night will be passed at Santa Cruz and the next day will be spent in the forest.

The Union Pacific has issued a well printed and well illustrated book entitled "The Pony Express, or Blazing the Westward Way." It is an interesting history of the building of the road, describing the fights with Indians and the troubles connected with the construction of an overland railroad during pioneer days.

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