

The San Francisco Call

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

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Mr. Bourn Reports on the Sorrows of Spring Valley

ONE scarcely knows whether President Bourn's disquisitions on the sorrows and defiance of the Spring Valley water company in his annual report are meant to be taken seriously or are merely designed as a contribution to the gaiety of the town.

Mr. Bourn on behalf of his corporation flings threats at the municipality and the people of San Francisco. He bids them do their worst and he will do his worst. Indeed, we might have expected as much.

In Mr. Bourn's opinion he has San Francisco roped and bound to his chariot wheels, a helpless captive. He regards the courts as a sort of convenient instrument on which he can play any tune he pleases and he tells us just what is going to happen in this wise:

We are informed by our legal advisers that the proceedings heretofore taken by the municipality in reference to the so called Hetch Hetchy water system are illegal. We are also advised that the property of the company must be purchased by the city and county of San Francisco if it desires to own its water supply, and we believe the municipality will be unable to enter into competition with the company. Should it become necessary, we will endeavor to maintain that position in the courts.

The city, then, may not enter into competition with the Spring Valley water company. If it should be pointed out that in the constitution of California special pains were taken to provide for and encourage competition in the supply of water and gas Mr. Bourn might reply in the words of the Texas statesman, "What is the constitution between friends?"

With Mr. Bourn's humorous complaint that the city does not pay as much for public hydrant supply as one of Chris Buckley's boards of supervisors promised some time back in the '90s we need not feel much concerned. He assumes that Chris Buckley had power to bind the city for all time and he seems to complain that the city would not stay bought.

Mr. Bourn has created a depreciation fund of \$280,000 out of the revenues of the last year. What disposition is proposed to be made of this fund is not disclosed. If it is a legitimate charge against the city and the rate payers they should get some value for their money in the shape of improved and extended service. But Mr. Bourn declares there will be no extensions or improvements. If the fund is purely revenue for ultimate distribution as dividends that fact should be made clear, if Mr. Bourn pleases.

THE perverted uses of that social phenomenon which has come to be known as "class consciousness" present problems of increasing difficulty that grow with the modern tendency of differentiation, which is sometimes called the division of labor. In a word, specialism applied to the means of livelihood creates classes that unite for self-defense or for attack on other classes.

There's nothing new in all that, you will say. Granted, but the evil after effects of an exasperated and exaggerated class consciousness do not end with the occasion that gave them impetus. It is a law of morals as well as physics that action is equal to reaction.

THE SMART SET

MRS. WALTER S. MARTIN will entertain Thursday at luncheon to be given at her Burlingame home in compliment to Miss Genevieve Walker, who is the guest of her grandmother, Mrs. Eleanor Martin, at the home of the latter in Broadway.

The marriage of Miss Helen Walcott Thomas and Joseph Weller Sefton Jr. will take place April 16 in the chapel at Trinity Episcopal church and will be attended with all the pomp of an Easter wedding.

Miss Sydney Davis entertained yesterday afternoon at an informal dinner party and tea given at her home in Scott street. Among those who enjoyed the hour at cards were:

Miss Florida Hunt Miss Helen Baker
Miss Natalie Hunt Mrs. Roy Somers
Miss Edwina Hammond Mrs. Florie Moore
Miss Marie Brewster Mrs. Boswell King

Mr. and Mrs. Alfred Tubbs will leave in a few days for Japan and will be the summer traveling in the orient.

Mr. and Mrs. Walter Edwin Dean will leave in a few days for their country home at San Rafael, where they will remain for the greater part of the summer.

Miss Helen Jones will leave Friday for Everett, Wash., accompanied by her sister, Mrs. Webb Ballard, who has been visiting here for a few weeks at the home of her parents, Mr. and Mrs. Clinton Jones in Buchanan street.

Mr. and Mrs. Walter Martin will leave this week for the southern part of the state and after a brief stay in

NEW WAIST LINE CLOSE TO KNEES

"Moyen Age" Gown Resembles Fashionable Costumes Worn by Women of Tenth Century

NEW YORK, March 16.—Two really new things were shown at the first session of the Dress Makers' Protective association today. One was the style clerical, a summer costume made to look as much like the French priests' robe as possible, with 600 buttons on it.

The other novelty was the Moyen age gown which was first heard from at a western dress makers' convention.

The exhibitors explained that the waist line in this model is "six inches above the knee, requiring corsets five inches longer than last year."

Features of the "Moyen age," which is said to follow the costume lines worn by fashionable women of the tenth, eleventh and twelfth "French centuries" are a separate hanging pocket for pennies suspended at one side, and a gigantic buckle of red and gold worn at the breast.

The association's president told her auditors that the favorite color for street wear next season is called "tea green."

Then there is a new mustard shade known as "khaki dor." In the pastel shades the favorites will be "peach blossoms," "cloud blue" and "cloud gray."

Raw silks and a new diagonal silk crepe are to be the preferred materials.

Answers to Queries

MACADAMIZING.—E. R., Oakland, Cal. Where was macadamizing first used for roads, and what was the method of the one who first adopted it?

The idea was first put into operation by John Loudon Macadam, a Scotchman in 1817. He passed his youth in the United States and on returning to his native country was appointed manager of a district of roads, and originated the system of road making which bears his name.

LOCK CANAL.—J. Z., City. Why is the Panama canal to be a canal, instead of a sea level one? Are the two oceans of different levels?

When the character of the canal came up for discussion there was a division of opinion and in the final report the majority of the board of consulting engineers recommended a sea level canal, and the minority a lock canal.

OLD TIME RACES.—J. A., City. John Healy and his wife have each furnished this department with data to answer your question as to the races in which Mollie McCarthy was the winner.

The summary of the race in which she ran December 9, 1878, over the Bay District track is: Mollie McCarthy, 1-1; Mattie A., 2-2; Bellenelle, dist.; Lolo Lodi, dist.; Emma Skaggs, dist. Time, 7:38 1/2 and 7:52 1/2.

Summary of race over same track February 22, 1877: Mollie McCarthy, 1-1; Bazaar, 2-2; Bradley, 2-dst.; Billy Bingham, 4-dst.; Lady A., dist. Time, 7:43 1/2 and 7:42 1/2.

Summary of the race November 15, 1873: Thad Stevens, 3-3-1-1; True Blue, 2-1-dst.; Joe Daniels, 1-2-2-2; Time 7:45. Time by heats: First, Joe Daniels 7:45; second, True Blue, 8:08; third, Thad Stevens, 7:57; fourth, Thad Stevens, 8:20 1/2.

IN CASE OF DEATH.—F. B., Berkeley, Cal. In case of the death of the president and the succession of the United States who would succeed?

The president would fall to the secretary of state. If it should happen that there was no secretary of state, then it would fall to the secretary of the treasury, then in the following order: secretary of war, attorney general, postmaster general, secretary of the navy, secretary of the interior, secretary of agriculture, secretary of commerce and labor.

LETTER CARRIER.—Subscriber, City. To whom should one apply for a position as a mail or letter carrier?

Apply to the civil service clerk in the postoffice where you want to be employed. He will give you all information as to qualifications and so forth.

WIND.—J. W., S. City. What is the greatest velocity of the wind?

The velocity of the wind may be 150 miles an hour. In the Tay bridge storm, December, 1879, the cyclone traveled at from 40 to 70 miles an hour and some gusts attained a velocity of from 98 to 150.

POSTOFFICE.—Amy B., City. Where should one apply for employment in the postoffice in this city?

Make application to the civil service clerk in the postoffice.

SEQUENCE.—S. City. In cribbage A plays six, B seven, A four, B eight, and A five, what does that count for?

The Insider

Tells of sheepmen who revealed trail to mine left by two prospectors, who believed their find was worth a million dollars, but died without obtaining any benefit

Trail Marked With a Saddle and Cans JOHN R. LOOSELY of this city will soon start out to hunt a mine on Wild Horse creek, Harney county, Ore., of which he heard for the first time three years ago.

Looseley was at the rancho of Pierre Andrade, on Wild Horse creek, and heard three sheepmen talking of a blazed trail, how a saddle was placed in a tree and how tin cans were tied to branches, evidently to guide the way to some claim.

"Some crazy prospector's work," observed the men. "It is evident from the way he blazed his trail he did not know much."

A short time ago Looseley was at Klamath Falls and Charles Wilson of that place said to him: "I have had a sad experience. An old friend of mine is just dead, and before passing away he gave me maps and papers of a mine he had found. He had a partner with him whose health, too, gave away, and the poor chap went back home and died also. My friend assured me that the mine was rich and made me promise to find it, as I should be a millionaire without the least difficulty."

"The maps are rather crude, for he was not an educated man, but he told me that when I once struck the trail it would be all right, for there was a saddle in a tree and cans, which I could not possibly miss."

"Hold on," cried Looseley, "the mine is on Andrade's holdings on Wild Horse creek."

"How in thunder do you know?" asked Wilson in amazement. "Man alive, three years ago I heard all about that trail at Pierre's and never thought of it again. Give me a chance at it?"

"Go ahead," said Wilson, "there is over a million in it if you find the claim, and I guess we won't quarrel over the divvy, eh?"

Interracial Union Seems Happy Enough The impending nuptials of Miss Helen Gladys Emery and G. Aoki, the Japanese, recalls another interracial marriage which seems to be happy enough—the marriage of Miss Gertrude Boyle, sculptress, and Baron Takeshi Kano, descendant of a samurai family of old Japan.

Baron Kano is a poet. He can cast verses in both Japanese and English. His occidental productions have the chant of Walt Whitman about them. His California life was in a poetic atmosphere. He was the protegee of Joaquin Miller at the home of the "poet of the Sierras" in Alameda county, and it was there that he met Miss Boyle.

The young sculptress modeled a splendid likeness of Miller and was staying at the Miller place, engaged in modeling the poet's mother's head, when she met the slant eyed baron.

Patriotism Shown on Day of Great Parade "Not to know Patrick McDonough," remarked J. Downey Harvey, "is not to know one of our most patriotic citizens. Patrick is a good friend to the Ocean Shore and has a saloon at Twelfth and Market streets," continued Harvey.

"Now next to the Ocean Shore road Patrick has a great admiration for the late President McKinley, which he evinced in a most characteristic manner. One day he asked me this question: 'Mr. Harvey, what do you think was the proudest day in my life?'"

"I gave it up. It was too hard a nut to crack. 'Next to the day I met you, Mr. Harvey, it was the day I saw President McKinley. On the day of the great parade I put on my frock coat and my plug hat. My shoes were shined so that you could shave in them, and I went to the front of the house.'"

"When I saw the soldiers coming I knew that the president was right after them, and I went to the back room, where the boys were playing freeze out, and I said to them: 'Boys, come out and see the president of the great United States go past Pat McDonough's saloon.'"

PERSONAL MENTION Judge G. Law of Merced is at the Baltimore. Mr. and Mrs. James Robertson of Boston are guests at the Union Square. Louis Breuner, a furniture dealer of Sacramento, is staying at the St. Francis.

Dr. John Wolzmueller of New York is at the Stewart. A. Jacobs and wife of Santa Rosa and A. S. Nale of Canada are at the Savoy. Delos A. Chappell, a mining operator of Goldfield, is registered at the St. Francis.

Mr. and Mrs. O. F. Taussig and Miss A. Taussig of New York have apartments at the Fairmont. Dr. Milbank Johnson, president of the Los Angeles automobile club, is at the St. Francis, accompanied by his family. F. Armbruster, auditor of the Spokane are guests at the Stewart.

F. Savish of Denver and H. Groves of Boston, Mass., are at the Holland. Mr. and Mrs. Evans of Seattle and A. H. Abbot of San Jose are at the Argonaut. south.

PRIZE OFFERED FOR MOST BEAUTIFUL WOMAN IN STATE The executive committee of the Portola festival offers a prize amounting in value to \$100 for the photo of the most beautiful young woman in the state of California.

It is desired to make the celebration of the discovery of San Francisco bay by Gaspar de Portola, the first governor of California, a statewide affair, and it is hoped that every section will send the photos of its most beautiful young women to this committee.

All young women should enter this competition both from a point of patriotism and for the prize offered. The photo finally selected will be used as a model for a poster drawing which will be representative of California in every respect and will be distributed the world over.

The competition will close Friday, April 2. The executive committee reserves all right to publish the photos in newspapers as it may deem proper.

Mark the name and address plainly on the back of the photos and send to executive committee, Portola festival, rooms 936-938, Phelan building, San Francisco.

IMPERTINENT QUESTION No. 95 What's a Spring Hat?

For the most original or wittiest answer to this question—the briefer the better—The Call will pay FIVE DOLLARS. For the next five answers The Call will pay ONE DOLLAR EACH. Prize winning answers will be printed next Wednesday and checks mailed to the winners at once. Make your answer short and SEND IT ON A POSTAL CARD to

IMPERTINENT QUESTIONS, THE CALL. Winning Answers to "What's the Biggest Bluff?" \$5 prize to Charlotte May, Millbrae. This will be, if you don't "CALL" it.

\$1 prize to S. T. Wheeler, 805 Monadnock building, etc. Something for nothing; we all fall for it.

\$1 prize to M. D. Sydney, 1350 N. street, Fresno. Trying to convince the head of this department I am a humorist.

\$1 prize to Miss Ellie Birmingham, Burlingame. Margaret Hillington's desire to darn socks.

\$1 prize to Miss Helen Roberts, 286 Jones street, Oakland. When she says "stop," but means "keep it up."

\$1 prize to H. I. Sprague, 1017 Sixteenth street, Sacramento. Doing a full day's work after a full night's pleasure.

Competition by Tehuantepec Route

UNDER the heading of "Invincible Competition" the Oregonian discourses learnedly on the Tehuantepec route in its bearing on the Spokane rate case decided recently by the interstate commerce commission. It is the opinion of the Oregonian that the competition of transportation by sea and the Tehuantepec isthmus compels the railroads to give the coast cities lower freight rates than those which are accorded to interior cities like Spokane and Denver. This is the way the Oregonian sees the operation of the Tehuantepec route:

In the first 18 months of its operation, however, it demonstrated its possibilities by handling more than 500,000 tons of American freight. Since that time Pacific coast importers have not only largely increased their business with the Atlantic trade centers, but have also begun importing direct from Europe, receiving goods from the old world by this route in much less time than by any other route now in existence.

It is of course idle to assume that the transcontinental railroads will retire from coast business by submitting to the order of the interstate commerce commission regarding Spokane and making no corresponding change in rates to coast terminals. The railroads will undoubtedly continue to protect their coast business and handle a large and steadily increasing traffic.

San Francisco should not quarrel with this view and sincerely hopes it may be well founded. It is well founded in part, but perhaps not to the extent that our optimistic contemporaries imagine. It is the fact that a close relationship has been established between the steamships operating this route and the overland railroads, and when recently overland rates were advanced there was at once a corresponding increase by the Tehuantepec line.

There is no doubt a prevailing sense in the country, not confined to any single section, but universal, that Mr. Cannon ought to mend his ways, but it may be that it is too late to teach an old dog new tricks, and quite possibly and with reason Mr. Cannon may regard his new lease of power as his last chance.

Mr. Cannon is the leader of the forces of reaction in the government. He sets his face like a flint against all endeavors to promote popular rights when he thinks that "the interests" which made him are threatened. The general disfavor with which his course is regarded by the country is reflected by the close vote in the house, where defeat was but narrowly averted by the use of the club.

It is impossible yet to determine the importance or parliamentary bearing of the changes made in the rules of the house. So much depends on the personal equation in such matters and on the interpretation that may be placed on the amended code that it is too soon to regard the vote as anything more than an expression of dissatisfaction at the ways and manners of the despotic rule exercised by the speaker in the late congress.

In fine, the proceedings of Monday may be regarded rather as a warning to Mr. Cannon to mend his manners than as a radical change of procedure.

It becomes evident that the dishonest job involved in the proposed duty on coffee is likely to fail. Advices from Washington say that no such duty is imposed in the draft of the new tariff bill prepared by the ways and means committee of the house. Yet this is no reason why the vigilance of the people who are fighting the proposition should be relaxed.

The Brazilian coffee surplus, which it was hoped to market at a great profit with the help of the duty, is already in considerable volume in storage at eastern commercial centers. Great cargoes of coffee are being landed in New York in expectation of the advance in price that the imposition of a duty would compel.

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