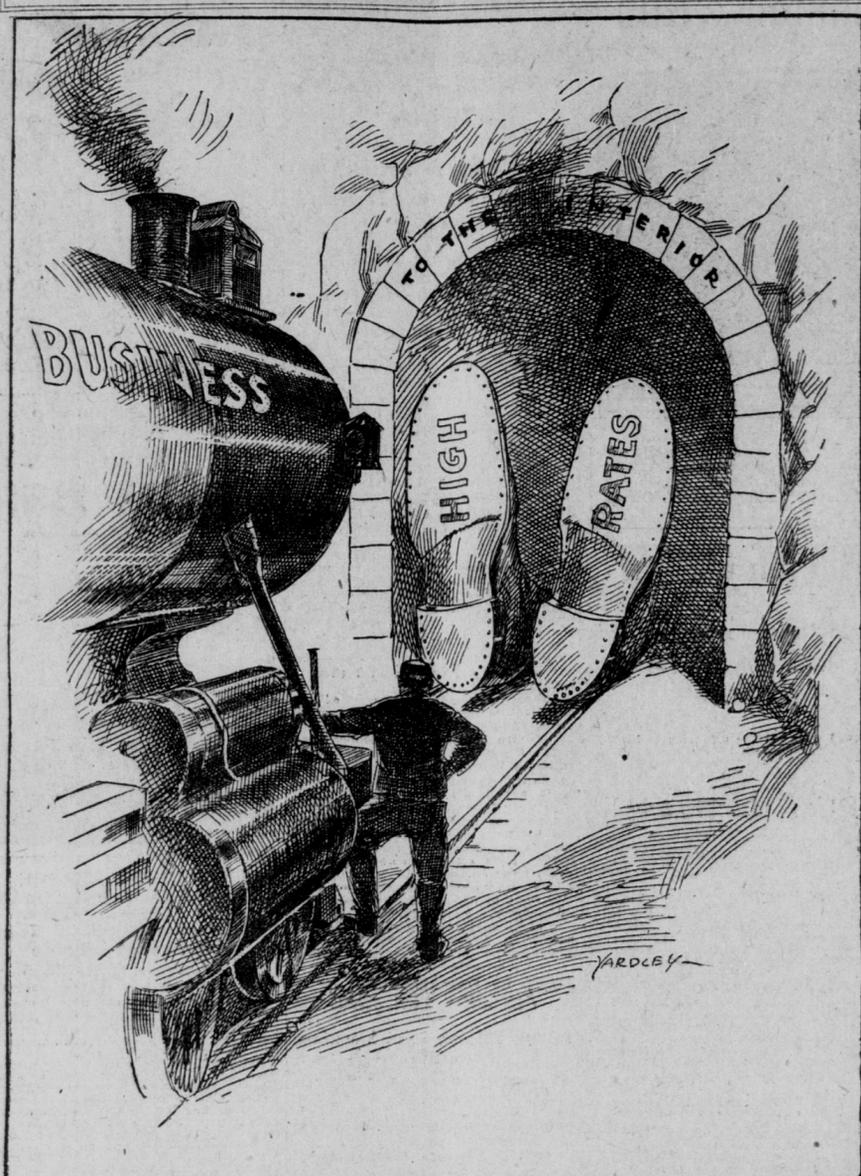


The San Francisco Call

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

Address All Communications to THE SAN FRANCISCO CALL
Telephone "KEARNY 86"—Ask for The Call. The Operator Will Connect You With the Department You Wish
BUSINESS OFFICE... Market and Third Streets, San Francisco
EDITORIAL ROOMS... Market and Third Streets
MAIN CITY BRANCH... 1651 Fillmore Street Near Post
OAKLAND OFFICE... 468 11th St. (Bacon Block)
ALAMEDA OFFICE... 1435 Park Street
BERKELEY OFFICE... SW. Cor. Center and Oxford
CHICAGO OFFICE... 1624 Marquette Bldg.
NEW YORK OFFICE... 805 Brunswick Bldg.
WASHINGTON NEWS BUREAU... Post Bldg.
NEW YORK NEWS BUREAU... 915 Tribune Bldg.

Stalled



THE SMART SET

THOSE who have loitered in town have been busy for a day or two in speeding the parting guests, since it seems as if the visitors have all elected to leave about the same time, and it devolves upon the friends in town to say the sad and glad words at the depot. The Duane girls, who have been visiting their cousin, Miss Julia Langhorne, left last evening with Miss Eleanor Townsend, and the day before was notable for the departure of Mr. and Mrs. John Ferris, who have had a quiet visit with their relatives and friends here and are now on their way to their home in England. Mrs. J. Downey Harvey will leave today for Del Monte after a pleasant stay with Mrs. Eleanor Martin, and the other events that are interesting society besides the departure of friends are the little affairs at home in the city and those out of town in the various summer homes.

THE people of California and of the Pacific coast should arise as one man in support of William R. Wheeler and the other representatives of coast shippers who will protest against the rate readjustment which the transcontinental lines propose under color of the Spokane rate decision.

Wheeler and other representatives of Pacific coast shippers will formally protest, as intervenors, before the interstate commerce commission on June 9. They should be accompanied to Washington by representative delegations from every Pacific coast port.

The fact that the blow aimed at the commerce of the Pacific coast, if it be permitted to fall, will be felt by the manufacturer and jobber first does not alter the fact that through them it will strike the pocketbooks of all coast people and put a tremendous clog upon coast development.

If the northern lines are permitted to enforce the proposed "readjustment," the other transcontinental lines may and will follow suit. By such readjustment they can absolutely nullify any advantages that might flow to San Francisco and other coast cities as distributing points, as a result of the completion of the Panama canal.

The transcontinental lines do not purpose to permit the Atlantic seaboard to send goods to this coast by sea. They do not intend to permit the Pacific coast to secure commercial independence.

By this proposed adjustment, the transcontinental lines, for the purposes of rate fixing, make Chicago and St. Paul Atlantic seaports. By the same adjustment Reno, Albuquerque and Tucson get the advantages of a through water competitive rate from the Atlantic seaboard, which, by adjustment, is moved over to Chicago and St. Paul.

Reduced to its simplest form here is the milk in this exceedingly rich railroad cocoon: Given a commodity upon which the New York to San Francisco through water competitive rate is \$1. The local rate, San Francisco to Reno, on the same commodity is 35 cents.

Readjusted, Chicago puts that commodity into Reno at \$1. Distribution of the New York commodity from San Francisco would cost the through rate plus the local, or \$1.35. Readjusted, the New Yorker, if he can compete at all with Chicago, must do it directly by rail.

The situation is vitally important. It is full of grave danger to manufacturer, jobber and wage earner. That danger can only be averted through the co-operation of all the people fighting shoulder to shoulder with the shippers' associations for their commercial existence.

cisco's character. Let their ugly work be undone at once by a census taken by men willing to use the ample means given them by law to secure an honest, accurate count, that we may be set right in the eyes of the world.

THE state division bugaboo is going the rounds of the state press again. It is but the shadow of its old time lusty self. And timorous indeed is he who is affrighted at the frayed old ghost which will not stay down.

Time was when the mention of state division incited northern and central California politicians to assorted fits, and the editors of the same sections to columns of argument, assertion, and sometimes vituperation. All of southern California was for division then. It is different now.

The southern Californian, outside of Los Angeles or Los Angeles county, views the division subject with suspicion, not untinged with alarm. He has arrived at the conclusion that state division would mean the state of Los Angeles. The best he can see for himself in that scheme is a fine opportunity for him to pay taxes for the improvement of Los Angeles and her chance of building a harbor at San Pedro.

Happily for north and south, state division is not a live question. Undoubtedly it will bob up from time to time, as it has at the present. The glory of California will endure as the glory of a great undivided commonwealth long after the present proponents and opponents of division have entered into the measures of their several rewards.

But the southern Californian has to face a much more imminent and real danger coming out of Los Angeles. Los Angeles is saying little about it, but she can be relied upon to be sawing wood. The next legislature will reappoint the state for legislative and congressional districts. The apportionment will be made ostensibly and legally, of course, on the basis of population.

The number of congressional districts undoubtedly will be increased. In any event, the district lines will be rearranged. And in that rearrangement Los Angeles can be depended upon to put up a fight for district lines so dividing Los Angeles in two districts that it will have more than a reasonable chance of controlling both and electing two congressmen.

The gerrymander, if made, must, as a matter of course, be the cutting up of the eighth district. By a gerrymander separating San Diego and Riverside from San Bernardino, Santa Barbara and San Luis Obispo, and attaching them to different portions of Los Angeles, their influence in their respective districts could be made that of interested but generally passive spectators.

The politicians of the eighth district can be relied upon to take care of themselves, and probably they will be extremely careful to send experienced men to the legislature in 1911.

Gossip of Railwaymen

"Always be ready to have a fire," is the warning sent to every railroad agent in the country. In the progressive state of Oklahoma a family named Mott entered a Santa Fe depot and found it cold.

"Cold," yelled the agent, "why, it's hotter than Chicago," and he retreated into the inner office, opened a paper, and toasted his boots before a big fire.

"The Mott family traveled as a crowd. There was Papa Mott, Mamma Mott, a Miss Mott and a Master Mott. Master Mott commenced the trouble by sneezing.

"The dear child," said Mamma Mott, "is dying of cold. Aren't you, dear?" Master Mott's teeth chattered. Miss Mott also sneezed. Papa Mott blew a terrific nasal blast, and yet the agent read on.

"Here you, light a fire," said Papa Mott, urged on to this show of bravery by Mamma Mott. The agent read on.

"You are a brute," said Mamma Mott, as she tapped on the door. "Won't you please light a fire?" pleaded Miss Mott.

The agent read on. Papa Mott brought the agent to the attention of the state railroad commission. The Santa Fe was fined a good round sum.

The agent passed on. W. R. Alberger of the Tonopah and Tidewater railroad is in New York and it is believed his visit east is in connection with the proposed road from Goldfield to Ely.

All the preliminary surveys have been made and there are now four parties on the final survey. The first survey showed that the length of the road was 225 miles, with a maximum grade of one and a half per cent.

Rumor is insistent that the Gould interests will build the road and that negotiations between F. M. Smith and the Gould interests have been in progress for some time.

The first daily train from San Francisco to Santa Cruz under the new schedule of the Los Altos cutoff will leave at 8:05 a. m. and will reach Santa Cruz at 11:10 a. m.

The next train will be at 3:15 p. m., arriving at Santa Cruz at 6:25 p. m. The last train will leave at 5:10 p. m. and will reach Santa Cruz at 8:15 p. m.

The first daily train will connect with the 8 a. m. boat on this side, reaching Santa Cruz at 12:30 p. m. The next train connects with the 2 p. m. boat and reaches destination at 6:05 p. m. Saturdays and Sundays a train will connect with the 5 p. m. boat and will arrive at Santa Cruz at 9:40 p. m.

Sunday and Monday mornings a train will leave Santa Cruz at 6:30 a. m. and will reach the city at 9:40 a. m. A train also leaves Santa Cruz daily at 1:40 p. m. and reaches here at 6:08 p. m.

ANSWERS TO QUERIES

RESTORATION—Subscriber, City. A buys a piece of property from B. pays a certain amount down and when he comes to pay the balance he discovers that the title had not been McEncumbered. Who should pay for the cost of quieting title?
If A bought the property without taking the precaution to see that the title was clear and perfect he had better consult a reputable attorney in the matter.

REVENUE CUTTER SERVICE—S. City. What is the age for one to enter the United States revenue cutter service as a cadet, and what are the studies in which one has to be examined?
Applicants for admission must be not under 18 nor more than 24 years of age. The examinations are in spelling, arithmetic, geography, grammar, algebra, plane and solid geometry, plane trigonometry, world's history, constitution of the United States, physics, rhetoric and composition, English literature and one foreign language, either French, German or Spanish.

Says the Law May Have Established Civic Center

Editor Call—If the civic center in a city is the locality of the offices of the different departments of the city government, it is quite possible that this city has now a civic center established by law. Here, in condensed form, is the statute:

"An act to provide for the erection of a city hall in the city and county of San Francisco approved April 4, 1870.

Section 1—The governor is hereby authorized to appoint three persons who shall be citizens of San Francisco to serve as a board of commissioners for the erection and construction of a city hall in and for the city and county of San Francisco as in this act provided.

Section 2—Immediately after said commissioners shall have qualified and organized as herein provided they shall take possession of all that certain tract of land hereinafter described in this act and known as Yerba Buena park and bounded as follows: On the west by Larkin street, on the east by Jones, on the south and southeast by Market and on the south by Hayes, for the purposes herein provided.

Section 7—The said board of commissioners immediately after the grading of said park tract is completed SHALL proceed to contract for, superintend and erect a city hall for the city and county of San Francisco upon that portion of said park tract lying to the north of said Park avenue and bounded by Larkin and McAllister streets and aforesaid Park avenue, to be known as the city hall site, and the last mentioned tract as possible and fronting toward Market street opposite said City Hall avenue (now called Marshall square) as herein provided.

Section 17—All acts and parts of acts in conflict with this act are hereby repealed.

Section 18—This act shall take effect and be in force from and after its passage.

In this act the people of the state of California, as represented in senate and assembly, dedicated and legalized the present site bounded by Larkin and McAllister streets and Park avenue on which was built a "permanent building which will furnish sufficient and suitable rooms to accommodate the different courts and boards of city and county officers, hall of records and also offices for the various officers of said city and county."

Section 1—The governor is hereby authorized to appoint three persons who shall be citizens of San Francisco to serve as a board of commissioners for the erection and construction of a city hall in and for the city and county of San Francisco as in this act provided.

Section 2—Immediately after said commissioners shall have qualified and organized as herein provided they shall take possession of all that certain tract of land hereinafter described in this act and known as Yerba Buena park and bounded as follows: On the west by Larkin street, on the east by Jones, on the south and southeast by Market and on the south by Hayes, for the purposes herein provided.

Section 7—The said board of commissioners immediately after the grading of said park tract is completed SHALL proceed to contract for, superintend and erect a city hall for the city and county of San Francisco upon that portion of said park tract lying to the north of said Park avenue and bounded by Larkin and McAllister streets and aforesaid Park avenue, to be known as the city hall site, and the last mentioned tract as possible and fronting toward Market street opposite said City Hall avenue (now called Marshall square) as herein provided.

Section 17—All acts and parts of acts in conflict with this act are hereby repealed.

Section 18—This act shall take effect and be in force from and after its passage.

Letters From the People

WHO WILL ORGANIZE MEDAL FUND
Editor Call: Is there not some liberal minded citizen who will organize a fund to provide medals for children who graduate from our grammar schools?

As it is now, the children are compelled to pay for their medals. In one school, the Monroe, the children are taxed \$2 each. One can readily understand that with fathers out of work the situation may become embarrassing.

MRS. E. L. LIGHTNER, San Francisco, May 18, 1909.

Swords of the Ancients

Sheffield turns out the finest, hardest and most highly tempered steel the world produces; but, says the University Correspondent, even Sheffield can not turn out a sword blade to compare with those made and used centuries ago by the Saracens, despite the fact that the Saracens never possessed such machinery as ours.

Steel is tempered at a temperature of 500 degrees Fahrenheit, and the tempering of saws requires a considerably greater heat than that needed for knives.

Impertinent Question No. 104

What's a Dollar?

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.