

The San Francisco Call

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Don Gaspar's Finishing Touch



The Insider

Tells how the British ironclad Repulse was brought into port years ago and the admiral in command regarded the care with which the pilot kept his course

Officer of Warship Despises Windjammer
THE bar pilots would not be true sons of the sea if the visit to this port of such an unusual aggregation of foreign warships did not remind them of a story or two.

In those days there were few steamers and the pilot had to make many changes in the Repulse's course to avoid the numerous schooners that crossed and recrossed the warship's path and to which, under the rule of the road, the Repulse had to yield the right of way.

After the Repulse had described the letter "S" a few times and had swung perilously close to danger in order to avoid some windjammer, Admiral Corcoran climbed up to the bridge, adjusted his monocle in his starboard eye, coughed gently and remarked in a carefully modulated drawl: "Oh, I say, pilot! I'm glad to notice your extreme carefulness, but rather than jeopardize her majesty's ship perhaps it would be better to run down a few of these chaps. It would be cheaper, you know."

Peary's Naval Title Is Civil Engineer
There is much confusion in the public mind from an official standpoint. It is this: Peary from an official standpoint. It is thus: Peary is a commissioned officer in the United States navy. He belongs to the corps of civil engineers of the navy, the duties of which are mainly the superintendence of the construction and repair of drydocks, seawalls and other permanent improvements in navy yards and naval stations.

The navy department did not order him to the arctic regions. But in order to encourage and facilitate his efforts an arrangement was made between the navy, department and the coast and geodetic survey, by which Peary was assigned by the former to special duty with the latter. This special duty was the taking of tidal observations in Greenland and Grant land. This arrangement enabled Peary to draw full pay while absent on his explorations. Civil engineers of the navy are never detailed to sea duty, as their duties are precisely the same as those of other civil engineers connected with public works.

Masons Occupy Site of Old Castle Home
In securing the corner of Sutter street and Van Ness avenue for the Scottish Rite temple, the cornerstone of which was laid recently with appropriate ceremony, the Masons have realized a long cherished ambition. Some years back the site was talked about for the Masonic temple, but at that time it was not considered feasible to make the change from the Post and Montgomery street location. The late Colonel Fred Crocker was one of those who first suggested the Sutter street site as one eminently suitable. At that time the old home of the Castles was situated at the corner. There are still many of us who remember the Castle home, with its wide verandas and large garden. Many delightful parties were given there, when the children of the family were young, and later on the place was leased to the Duncans. It was there that Isadora Duncan, now the most noted danseuse hailing from America, who has made a European reputation, started her dancing class, which was attended by the juveniles of the inner circle of society. Her success as a dancing teacher was what decided her to go abroad and take up solo dancing as a profession.

Clubwomen and Their Work

By MARY ASHE MILLER
CLUBWOMEN will permit their minds to dwell almost exclusively upon the Portola festivities and upon the many hospitalities which they, as clubwomen, are preparing to offer as visitors from clubs in all parts of the state, and of the United States for that matter.

The state federation will maintain headquarters in the red rooms of the St. Francis hotel, on the mezzanine floor, and each day a large number of clubwomen from the different clubs of the city and vicinity will be present to take care of the guests and to offer them the comforts of the quieter spot in the midst of the city's gayeties.

The state president will be in attendance each day and will be assisted by the officers of the executive board and committees from the clubs as follows:

- Tuesday, October 19—Ebell club of Oakland, Town and Gown club of Berkeley, Twentieth Century club of Berkeley, Coe club of San Francisco, Adelphi club of Alameda.
Wednesday, October 20—Country club of Washington, Township, New Century club of Oakland, Alta Mira of San Leandro, Papyrus club of San Francisco, Thursday club of San Mateo, Philomath club of San Francisco, Manhattan club of San Jose, Redwood City club of Redwood City, Oakland club of Oakland.
Thursday, October 21—State executive board: California club of San Francisco, Woman's club of San Jose, Woman's club of Petaluma, Woman's club of Mountain View, Woman's club of Santa Clara, Woman's club of Palo Alto, Down and Out club of San Francisco, Philomath club of Stockton, Tuesday club of Sacramento, Saturday Afternoon club of Santa Cruz, Kingsley art club of Sacramento, Ladies' Museum association of Sacramento, Shakespeare club of Willows, Woman's club of San Mateo, Aldine club of Stockton, Reading club of San Jose, Young Women's club of San Jose.
Friday, October 22—Woman's improvement club of Santa Rosa, Criterion club of Alameda, Wednesday club of Alameda, Laurel Hill club of San Francisco, Chico Improvement club, Woman's club of Yuba City, Monday Evening club of Chico, Bogie country club of Yuba City, Woman's civic club of Monterey, New Century club of Napa, Treble clef club of Pacific Grove, Woman's club of Pacific Grove, Corcoran club of Petaluma, Wanderers' club of Salinas, Woman's club of Vallejo, Filomath club of Santa Rosa, Outdoor art club of Mill Valley, Colusa improvement club of Colusa, Woman's club of Suisunville, Woman's club of Burlingame, Woman's club of Mayfield.
Saturday, October 23—Casa Guida circle of Berkeley, Pacific Coast Woman's Press association of San Francisco, Olimpia club of San Francisco, Woman's Club of Occidental Kindergarten of San Francisco, New England Women of San Francisco, Hypatia club of San Francisco, South Park settlement of San Francisco, Pioneer Women of San Francisco, California club of San Francisco, Winona club of San Francisco, Mothers' club of Berkeley, Etude club of Berkeley, Readers' club of Berkeley, School Women's club of Berkeley, Alta Vista club of Oakland, Bay View reading club of Oakland, Book club of Oakland, Thursday reading club of Oakland, Dolores Mothers' club of San Francisco, Tea club of Alameda.

The Daughters of California Pioneers will hold a reception Wednesday afternoon from 2 to 5 o'clock in Pioneer hall, 5 Pioneer place, off Fourth street. The affair is in charge of Mrs. J. J. Donnelly and other prominent members.

The San Francisco musical club will meet Thursday morning at 10:15 o'clock in the Century club hall and the day's program will be devoted to the early Italian composers. The members who will take part are Miss Florence Hyde, Miss Olive Hyde, Miss Helen Stroup, Mrs. Hayward Thomas and Miss Elizabeth Warden.

The "Votes for Women" club, a newly formed suffrage club, announces that its members will hold a reception to local and visiting suffragists Saturday afternoon, October 23, at the Fairmont. The program will consist of informal discussions of methods of work, with brief remarks by some women prominent in the movement.

Persian Shah Held Prisoner
The predecessor of the deposed shah of Persia, who made a state visit to England in 1873, had a curious experience in the distinguished strangers' gallery of the house of commons. He soon got tired of watching the distinguished legislators at work, but when he made a move to go he was told that he could not leave the gallery. It happened at that moment that a division was called, and in accordance with the practice which then prevailed all the doors of the house were locked until the vote was taken. Mr. Gladstone made an interesting comment on the incident. "It is," he wrote in his journal, "probably or possibly, the first time for more than 500 years that a foreign sovereign has been under personal restraint of any kind in England."—New Orleans State.

WHAT is the Santa Fe doing? It is a question that has caused a great deal of speculation and inquiry in the financial and transportation centers in the last month. First of all it may be said that the Santa Fe system has been making a lot of money in the last year, so much so that the board of directors has increased dividends on the common stock from 5 to 6 per cent. The annual report showed an increase of \$4,135,000 in gross earnings and \$7,798,000 in the net, and besides these gains the road charged off \$9,158,000 of surplus earnings for improvements and betterments.

Change in Policy of Santa Fe

But it is not this favorable showing that has given rise to the current speculation as the future policy of the system. For the last half dozen years or so the Santa Fe has been in considerable degree subsidiary to the Southern Pacific. Under the community of interest plan Mr. Harriman acquired an influential voice in the councils of the Santa Fe because of large holdings of the stock. Until recently Union Pacific held \$10,000,000 of Santa Fe stock and it was said that at one time the Harriman group owned as much as \$30,000,000 of the stock. It is understood that these holdings have been disposed of, and financial gossip says that the Pennsylvania Central has become the purchaser and successor to the Harriman interest in Santa Fe. On this subject the Boston Transcript says:

The election of Thomas de Witt Cuyler of the Pennsylvania board as a director of the Atchison system is declared by those in authority to signify nothing as to the frequently rumored "closer relations" between the two great properties. This is the usual formula, and it is fortified in this instance by various good reasons assigned as to why Mr. Cuyler should have been chosen, apart from his connection with the Pennsylvania. But it is interesting to recall that the place filled by Mr. Cuyler's election is that made vacant by the death of Henry H. Rogers, whose election to the Atchison board a few years ago, together with that of H. C. Frick was naturally construed as Harriman representation. It was announced that Messrs. Rogers and Frick were to act merely in a personal capacity, but the fact remained that both were directors of the Union Pacific and that their going to the Atchison board was incidental to the acquisition by the Union Pacific of a substantial Atchison interest.

It is quite natural that a great system like the Pennsylvania should seek to control a complete transcontinental connection. This is the modern tendency of railroad expansion. The New York Central has completed its connection by alliance with the Harriman lines. The Gould system will shortly reach the coast by means of the Western Pacific, and Edwin Hawley is working with the object of consolidating scattered links of railroad into another transcontinental system. In this regard it may be noted that the Santa Fe has announced its intention to institute competition for the passenger traffic of San Francisco and central California generally. This is a radical change of policy, as under the agreement made in accordance with the community of interest plan the Santa Fe made no sort of effort to get this business.

LORD KITCHENER, until recently generalissimo of the British forces in India, is being exhibited to the world as an unskillful plagiarist. Not only does he stand convicted by the deadly parallel, but an unprejudiced inspection of the stuff that he stole compels the judgment that it was not worth stealing. In extenuation it is explained that the field marshal was made the victim of the laziness of his private secretary, who saved himself a lot of trouble by the bodily appropriation of a speech made in somewhat similar circumstances by Lord Curzon when he was viceroy of India.

Bad Joke On a Soldier

The joke is on Kitchener. It is not forgotten that while Lord Curzon was viceroy and Lord Kitchener commander in chief in India a bitter dispute arose between them concerning the administration of military affairs on the peninsula. Kitchener won and Curzon resigned in consequence. Now Lord Kitchener is caught appropriating a speech made by Lord Curzon at Simla. Lord Curzon rubs salt in the wound made by the discovery of the plagiarism and writes to the London Times:

I have no desire to express any opinion upon the amusing reappearance of certain remarks of mine when I left India in 1905 in the farewell speech of Lord Kitchener in 1909. But I can not allow to pass in entire silence the extraordinary statements contained in the Times which refer to Lord Kitchener as "the despised and rejected of Lord Curzon as a military reformer," and as the author of "great measures of army reorganization which all the world admires and applauds." The facts are that Lord Kitchener came out to India as commander in chief mainly in consequence of my earnest and repeated requests for his services; that the post was kept open for him for nearly three years and that in his measures of army reorganization he received my hearty and consistent support. He and I differed on a grave constitutional and administrative issue, which had nothing whatsoever to do with the reorganization of the army.

What Lord Kitchener chiefly needs is a new private secretary. Imagine a man who travels out of his way to steal such trivialities as these:

I think that one of the weaknesses of our English rule in India is that we do not always look sufficiently ahead. We are so much busied with the work of today that we are apt to leave tomorrow to take care of itself.

Each step in army reform must be founded on an accepted policy based upon admitted premises, arrived at either by experience or by reasoning and laid down in clear language, understood by those who have to apply it and intelligible to those to whom it is to be applied.

A private secretary who could not do better than that without filching from his next door neighbor should be discharged. Now the question arises, Who wrote Lord Curzon's speech? It sounds like the butler.

THE Bakersfield Echo, which may be regarded as the expression of Representative Smith's views, continues to see ghosts of terrifying aspect in the national forest reserves and these ill regulated specters are riding the commonwealth like a pack of official night hags. It is like this:

A Statesman Troubled by Ghosts

Suppose congress next winter passes a law saying that the forester shall not grant a right of way over the forest reserves till the grantee enters into a contract to abide by the orders of the forester as to service rendered the people and prices to be charged; congress further authorizes the forester on behalf of the federal government, or as its agent in the doing of such things, to make such regulations. Then suppose that when the plant is completed the forester orders that in a given community the power for pumping water for irrigation shall be turned on from midnight till noon and the charge shall be \$40 per horsepower year. The farmers, being dissatisfied with this order, appeal to the properly constituted authority in the state, probably the board of supervisors, and if decrees that the power shall be turned on from 6 a. m. till 6 p. m. and the charge shall be \$30 per horsepower year. Who wins? Unquestionably the state.

All right, there is no harm done. The malignant forester of Mr. Smith's dream is defeated at his own game and vanishes in a smell of brimstone. To be sure, the forester has never given the slightest hint that he desires to follow any such course as Mr. Smith "supposes." Mr. Smith's dream is the baseless fabric of a vision.

What's your hurry, Mr. Smith? Give us a little time to provide proper safeguards for these valuable rights before they are turned over to the state. To do as Mr. Smith desires now would be to lay these rights open to instant seizure for exploitation without any sort of compensation made for taking public property. Surely Mr. Smith does not desire to see anything of that sort happen. Unhappily that is just what did happen the other day to Pitt river because it is under state control. We hope that Mr. Smith does not seek to widen the area where this sort of seizure is possible, and we wish him a good deliverance from his private and particular ghosts.

THE famous Kearney road in Fresno county called forth the admiration of Mr. Taft. In the way of what may be called domestic scenery of artificial production he had seen nothing finer in all his travels and it may be said that the president is an experienced globe trotter. The Fresno Republican, appreciating Mr. Taft's compliment, explains:

What Mr. Taft Saw in Fresno

What makes Kearney avenue so incomparable? It is simply ten miles of ordinary country road, lined with the things that will grow in the soil and climate of Fresno. It has, of course, three parallel roadways, for different sorts of traffic, and this gives special opportunities for scenic planting, but its greatest charm is the double row of trees bordering the central boulevard, and these could be planted along the sides of any country road, at least in central California, within the range of irrigation. Ten miles of alternate palms, oleander and eucalyptus, with plumed pampas grass and feathery acacia and pepper trees outside it, is ten miles of dreamlike beauty.

But why only ten miles? The beauties of the Kearney road are limited to ten miles because California is only just beginning to find herself. Such roads will easily multiply themselves all over the great interior valleys when the first rude struggle for existence has been won, when the primitive wild has been conquered. The editor of the Fresno Republican, albeit a young and husky citizen, doubtless remembers the time when Kearney road was a sheep pasture. It is not so long since there was neither tree nor fence between the town of Fresno and Firebaughs ferry, save for a scrawny fringe of willows by the river. The interior valley has accomplished wonders in the space of thirty years and its forward march is only beginning. The San Joaquin valley is capable of supporting a population equal to the city of New York and is quite likely to do so in the course of half a century. Long before that time comes this great and fertile plain will be threaded by hundreds of miles of parked roads.

THE city charter limitations on the sale of bonds lack the elasticity that commends itself to business sense. That is to say, they make the dickering of the market difficult and therefore to a certain extent hamper transactions. The form of bargain prescribed by the charter is of the most rigid sort. Once the bonds are voted no change may be made in the terms, whether as to interest paid or maturity accruing. It is proposed now to amend the charter by permitting the board of supervisors to make such modifications of terms as the demands of business and finance may make advisable.

Municipal Bond Issue Methods

The change is one that should be given thoughtful consideration. The purpose is designed to assimilate the transaction of municipal affairs in this field with the ordinary course of business between individuals. Honestly administered a law such as is proposed would save waste in borrowing money, but the question arises whether it would not be unsafe to confide so much power to the board of supervisors. It would give them power to make some very radical changes in the terms of a loan without at all consulting the people who have to pay. It may be that these difficulties can be overcome by limiting such changes to variations of the rate of interest, subject to a maximum not to be exceeded.

Answers to Queries

GOD SAVE THE KING—Subscriber, City. Who was the author of "God Save the King, England's national air?"

Concerning the author and composer opinions differ. It has been generally believed that Henry Carey, a man of facetious temper, a musician by profession and a poet of the lower order, author of "Sally in Our Alley" who laid violent hands on himself in 1774 while in a fit of desperation was the author and composer. Also that he employed Doctor Thornton of Bath, Eng., and Christopher Smith, Handel's clerk, to correct the words as well as the music. This gave rise to the assertion that Handel was the composer. The words with the music first appeared in the "Gentleman's Magazine" in 1745, when the landing of young Stuart called forth expressions of loyalty from the adherents of the reigning family. Burney in "The History of Music" maintains that the national song was not made for a King George, but that in older versions it ran thus, "God save great James, our King." Burney adds that it was originally written and set to music for the chapel of James II. and no one durst own or sing it after the death of James II. fearing to incur the penalty of treason, so that the song lay dormant for 60 years before it was revived for George II. Many years ago a correspondent from Paris to the Boston Atlas wrote: "God Save the King" is of great antiquity, and of French origin, having been used for centuries as a vintage hymn in the south of France."

SAN LUIS OBISPO—C. M., San Leandro, Cal. What was the particular reason for naming the city in California San Luis Obispo?

It was named for the old mission of that name, which had been dedicated to one of the honored bishops of the church. It is probable that it was adopted for the county and city in order to preserve an old California name and because "is" is euphonious.

IDORA—H. S., City. What is the meaning of Idora?

None of the books of names give any account of Idora or the meaning of the name. It is presumed to have been made up of Ida and Dora. Possibly some reader of this department may be able to enlighten the correspondent. If so, send explanation to this department on a postal card.

DIP RACES—A. D., City. What was the time made by the scratch men in the various dip races from Mill Valley to Willow Camp?

There is no record of this, other than that which appeared in the daily papers. This department has not the time at its disposal to go over all these reports to secure the information desired.

HALF HOLIDAY—P. M., City. When was the school half holiday put into effect at the Mare Island yard?

That was an order from the war department put into operation during the latter part of President Roosevelt's first term. This gives the half day during July, August and September.

ESCAPED PRISONERS—C. A., Carson City. Where can I procure a list of the names of those prisoners who escaped from the state prison at Folsom and the names of those retaken at Berkeley and elsewhere?

From the warden of the penitentiary at the prison named.

HOSPITAL—M. C., S. D., City. Was the city and county hospital ever located at North beach?

It was located on the south side of Francisco street east of Powell and was removed from there to Potrero avenue.

HETCH HETCHY—H. P., Alito, Cal. Whom should I address to obtain a copy of the paces dug before Secretary Garfield in the matter of Hetch Hetchy and San Francisco's water supply?

Address the secretary of the Interior, Washington, D. C., or write to the congressman from your district.

ROYAL TITLES—L. L., City. Can a title of royalty be purchased in Germany?

It is said that some have been sold in that country and some may yet be purchased, but such acquired title has but little standing.

HORSE—Subscriber, Oakland, Cal. To what colored horse is the term "blossom" applied? That is a name given to a horse that has white hairs mixed with sorrel and bay hairs, otherwise called peach color.

SHIP OWNERS—W. B. C., Fruitvale, Cal. How are ship owners assessed in San Francisco? On the figures obtained from the custom house of the vessels registered in San Francisco.

ROSE O'HALLAHAN—W. H. H., Oakland, Cal. What has become of Rose O'Hallahan, who used to write articles on astronomy for The Call? At last accounts she was still a resident of San Francisco.

CORNERSTONE—G. H., City. When was the cornerstone of the San Francisco city hall recently razed, laid?

February 22, 1872.

THE STATE—Subscriber, City. Who said: "The state? I am the state." Louis XIV of France.