

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
Open Until 11 o'clock Every Night in the Year
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—1634 Marquette Bldg.
NEW YORK OFFICE—805 Brunswick Bldg.
WASHINGTON NEWS BUREAU—Post Bldg.
NEW YORK NEWS BUREAU—915 Tribune Bldg.

Foreign Offices Where The Call is on File
LONDON, England, 3 Regent Street, S. W.
PARIS, France, 53 Rue Cambon
BERLIN, Germany, Unter den Linden 9

Subscription Rates
Delivered by Carrier, 20 Cents Per Week, 75 Cents Per Month, Daily and Sunday Single Copies, 5 Cents

Terms by Mail, for UNITED STATES, including Postage (Cash With Order):
DAILY CALL (including Sunday), 1 Year \$3.00
DAILY CALL (including Sunday), 6 Months \$2.00
DAILY CALL—By Single Month . . . . . 75c
WEEKLY CALL, 1 Year . . . . . \$2.50
FOREIGN (Daily) . . . . . \$8.00 Per Year Extra
POSTAGE (Sunday) . . . . . \$4.15 Per Year Extra
POSTAGE (Weekly) . . . . . \$1.00 Per Year Extra

Entered at the United States Postoffice as Second Class Matter
ALL POSTMASTERS ARE AUTHORIZED TO RECEIVE SUBSCRIPTIONS
Sample Copies Will Be Forwarded When Requested
Mail subscribers in ordering change of address should be particular to give both NEW and OLD ADDRESS in order to insure a prompt and correct compliance with their request.

The Mendicant



NOT the least significant of the arguments advanced at the prompting of the United Railroads against the issue of bonds to build the Geary street railway is that, in the words of one of the campaign circulars, "the movement to build a municipally owned railroad on Geary street can only result in long years of litigation, as there are always legal questions to be decided by the courts before the validity of such bonds can be decided."

This is a threat only thinly disguised. A public service corporation living off the people of San Francisco tells the city that it can take no step affecting urban transportation without being held up by tedious litigation, prolonged by corporation lawyers fighting the suits from court to court to the tribunal of last resort. The United Railroads says to the people, "We will fight you at every step; we will spend money to beat the bond issue at the polls; we will hire all the purchasable press to confuse the situation and misrepresent the facts, and if the bonds are voted then we will fight you for years in the courts."

This is not an overstatement of the position assumed by the United Railroads. It is quite consistent with the position of hostility to civic interests assumed by the corporation in all its relations with the people and the municipal government. It is a policy of threatening, bullying and falsehood, deliberately adopted to protect a monopoly of urban transportation which, by giving a starvation service, is expected to pay dividends on \$80,000,000 by means of a \$20,000,000 investment.

It seems to be about time to teach this bully a lesson, and it can be done today by voting bonds to build the Geary street railway. If the Call has not mistaken the temper of the people there will be a full affirmative vote on the proposition. It is an occasion that should bring out the utmost voting strength of the people who resent the domination of San Francisco politics and municipal administration by the public service corporations. Every consideration of business as well as politics makes for the issue of these bonds. If we must fight the United Railroads in the courts the sooner we begin the better. In fact, we do not attach any real importance to this threat except as a significant indication of the temper and policy of the monopoly. It is a mere bugbear for campaign consumption. Something of the sort will no doubt be tried to hamper the city and delay progress, but all this only means that the United Railroads is in an ugly temper, resolved to run amuck and punish the city. It is the same policy and temper that put horseshoes on Market street by way of punishment for the city when the board of supervisors refused to make the corporation a valuable grant of public property without compensation for the city.

As a business proposition, the Geary street railway under municipal operation will more than pay its way, easily taking care of interest and sinking fund for the bonds. The gross earnings of the present ramshackle road, that begins nowhere and ends nowhere, are more than \$200,000 a year. That income, after payment of operating expenses, will easily take care of the interest on sinking fund, but with the road extended and modernized the receipts will be greatly increased. The road will run from the ferry to the beach and will have plenty of connections in a short time. It is not a rash prophecy that the United Railroads will before long be exchanging transfers with the municipal road. The present policy of fighting the city and the traveling public at every point is not good business, as the owners of the property will shortly discover.

As for the extension of the Geary street line to the ferry, it is a fair guess that the courts will not sustain the monopoly of Market street, but in case they should decide against the city the road can be built overhead for the half dozen blocks that are needed to fill the gap.

Now it is up to the citizens of San Francisco to say by their votes whether they will any longer endure the bullying and meddling of the United Railroads and the miserable service which the monopoly gives. As long as the corporation has no completion it will maintain its attitude of hostility to the city and its interests. Any sort of service that will pay dividends is good enough so long as there is no competition.

THE report of the San Francisco citizens' health committee on the campaign conducted under direction of Dr. Rupert Blue for the eradication of bubonic plague is in the way to become a standard medical work on this subject. The Medical Record summarizes the report and tells of the proceedings following the citizens' mass meeting in January, 1908, in these words:

The citizens' health committee was then appointed by the mayor. The committee caused hundreds of meetings to be held of school children, women's clubs and representatives of all important lines of trade and industry in the city. It collected \$177,512 and disbursed \$139,943. It kept 400 paid inspectors and laborers in the field for several months, trapping and poisoning rats, in addition to the force maintained by the board of health and the federal government. It purchased nearly \$15,000 worth of rat traps, buying cheese for bait in lots of 3,000 pounds at a time. It paid out \$12,375 in rat bounties. It printed and distributed 700,000 circulars and other forms of literature. It disseminated a widespread knowledge of the mode of plague transmission and created an interest in sanitation and a general community sentiment in favor of cleanliness that has caused the mortality from contagious illnesses of all descriptions in San Francisco to fall below that of any other large city in the United States, and, according to the compiler of the report, has left heart disease at the head of fatal ailments in San Francisco.

It need not be doubted that the work done by the federal, state and city authorities averted a general quarantine that would have set back San Francisco for quite ten years. Coming so close on the heels of the big fire this city might not have recovered from the effects for half a century. As a result of the work the sanitary condition of San Francisco is better than at any period of its history.

THE game of politics as played at Washington is always full of interest and movement. Just now Mr. Taft has in mind a very extensive program of legislation for the regulation of railroads as outlined by himself in his speech at Des Moines. His proposals in this regard are most distasteful to Senator Aldrich, Joe Cannon and their followers. Therefore they propose a compromise. If Mr. Taft will moderate his demands and make them as nearly innocuous as possible they will give the president something to play with by way of a great concession. They will permit him to use the tariff commission to make all sorts of investigations concerning prices, the cost of living and of production. At first they were bitterly opposed to anything that offered means to expose the gross public robbery worked in the name of the tariff, but in fine they have begun to understand that something had to give way, and therefore they would graciously consent to an academic examination of tariff schedules, with the secret reservation that they could ignore the recommendations based on such inquiry when they came before congress. Therefore they would permit Mr. Taft to play with the tariff if only he would let up on the railroads. As to the policy that inspires this plan the Washington correspondence of the Boston Transcript, a strong republican paper, says:

As to the tariff the case is different. The demand is universal for further tariff revision, or at least that congress should try to do something to reduce the cost of living to the people of the United States. This issue, the cost of living, is probably the most serious the republican party ever faced. Senator Aldrich and all the other standpatters know this, and while they have no use for further tariff revision they know that the popular sentiment of the country demands an investigation as to the cost of production, so that congress may be able some time to knock down every duty which can not be shown by impartial evidence to be necessary to the protection of American labor and industry. They are not even confident that such leeway as may be involved in letting the tariff board go ahead as the president wants it to will save the party in power from the wrath of the people. Whether rightly or not, they do not believe that the republican party ought to be condemned for its recent tariff legislation. The real fear is deeper than that—of an onslaught by the people in the next elections against all men in power, as a protest against high prices.

It is an interesting game of bunco worked at the expense of the president. The same gang humbugged Mr. Taft into signing the sort of tariff that he did not want. They are playing a very similar game with him now in order to get a railroad law full of jokers, and quite useless to remedy the wrongs from which producers and shippers suffer. The fact is that Mr. Taft is a mere novice in politics, and he is no match at all for such hoary and practiced tricksters as Aldrich and Joe Cannon.

WASHINGTON dispatches agree that the president and his advisers are much perplexed about what to do in relation to the law against trusts. The Sherman act, with its broad significance as interpreted by recent decisions of the circuit court of appeals in the tobacco and Standard oil cases, is the nightmare that oppresses the cabinet. Strong representations are made that the law as it stands imperils "honest business" and that some means to pull its teeth must be devised if the "good" trusts are to be safe from persecution. Yet there is a natural shrinking on the part of statesmen from advertisement as the official tooth puller who converted the Sherman law into a trained performer with its fangs drawn. The Call correspondent at Washington writes:

That the present is an unpropitious time to send such a message to congress and that, no matter how cautious the president might be in the wording of his recommendation, political issue will certainly be made of it is the opinion of the republican leaders. These do not all agree that the supreme court will sustain the decision without mitigating the force of that interpretation of the Sherman law. They point to the fact that the supreme court sustained the fight of congress to enact the legislation contained in the commodities clause of the Hepburn law, but that it did so in a manner such as to make it virtually ineffective. It is suggested as not impossible that a decision "with the edge dulled" in like manner might be handed down in the Standard oil case.

The situation approaches comedy. Congress and the cabinet would be greatly pleased to "pass the buck" to the supreme court in the hope of a decision that would virtually repeal the law. That, indeed, would be a happy political solution of a question that bothers a long line of statesmen unwilling to stand up and be counted on the eve of a general election.

This shabby dodging, this backing and filling, is the petty opportunism of politics, letting "I would" wait upon "I dare not." They want to do something to ease up on the trusts, but they dare not. If the Sherman law is out of date, let it be repealed frankly and without disguise. None of the amendments that have been proposed means anything else. They would leave the statute an empty shell, useful only for exhibition purposes to fool the people. It would be more honest to repeal the law out of hand.

Mr. Taft a Novice at The Game
The game of politics as played at Washington is always full of interest and movement. Just now Mr. Taft has in mind a very extensive program of legislation for the regulation of railroads as outlined by himself in his speech at Des Moines. His proposals in this regard are most distasteful to Senator Aldrich, Joe Cannon and their followers. Therefore they propose a compromise. If Mr. Taft will moderate his demands and make them as nearly innocuous as possible they will give the president something to play with by way of a great concession. They will permit him to use the tariff commission to make all sorts of investigations concerning prices, the cost of living and of production. At first they were bitterly opposed to anything that offered means to expose the gross public robbery worked in the name of the tariff, but in fine they have begun to understand that something had to give way, and therefore they would graciously consent to an academic examination of tariff schedules, with the secret reservation that they could ignore the recommendations based on such inquiry when they came before congress. Therefore they would permit Mr. Taft to play with the tariff if only he would let up on the railroads. As to the policy that inspires this plan the Washington correspondence of the Boston Transcript, a strong republican paper, says:

Gossip of Railwaymen

RESOLUTIONS are in order along railroad row. Every railroadman has written out a set of new year resolutions.

C. W. Colby of the Erie has resolved to refrain from poetry during 1910. Carleton Crane has resolved to tell no funny stories.

S. F. Booth has resolved to decline all toastmaster positions for the year. John Ingels has resolved to go to his home earlier each evening.

"Lew" Stanton has decided to grow a mustache and Max Podlech has resolved to keep away from banquets for one year.

E. Black Ryan said he would not make new year resolutions. "I made new year resolutions many years ago," he said. "All proved futile."

In a complaint filed December 29 with the interstate commerce commission the freight rates on citrus fruits from Pacific coast points to other parts of the United States are declared to be excessive, extortionate and unduly discriminatory.

The complaint requests the commission, first, to reduce the rates charged by the interstate carriers on all citrus fruits except lemons; and, secondly, to issue an order declaring that the present rates on lemons shipped from California, Nevada and Utah to other parts of the country are reasonable.

The complaint was filed by the Arlington Heights fruit exchange of California and about 100 other producers and growers of citrus fruits, against the Southern Pacific company and 495 other carriers.

In respect to the number of carriers made defendants in the proceedings, the complaint is the largest ever presented to the interstate commerce commission. It includes all of the important railroad systems and lines in the United States and approximately five-sixths of the entire interstate mileage of railroads.

Officials of the Grand Trunk Pacific railway of Canada, including Captain C. H. Nicholson, manager of the steamship lines with headquarters at Vancouver, B. C.; J. E. Dalrymple, assistant freight traffic manager; W. P. Hinton, general passenger agent; F. C. Salter, European traffic manager of London, Eng.; G. T. Bell, assistant passenger traffic manager, and W. E. Dobbis, secretary, arrived in San Francisco yesterday morning from Los Angeles.

It is understood that the object of their visit is to investigate traffic conditions in connection with new steamships which have already been arranged for and will be put into commission early next summer between Seattle, Victoria, Vancouver and Prince Rupert.

B. C. These new vessels are being built at Newcastle-on-Tyne and will be high class in every respect. The Grand Trunk's new transcontinental line from the Atlantic to the Pacific will be completed, according to the contract between the Canadian government and the railway company, by the end of 1911. Prince Rupert will be the terminus of this system, and the action of the Grand Trunk in providing steamship service between the coast cities and Prince Rupert at this early date is to give the necessary transportation facilities for the rapidly growing needs of Prince Rupert.

The party is accompanied by the road's Pacific coast representatives, Colonel W. H. Bullen, Los Angeles, and L. V. Bruce of Seattle, and is traveling in the Grand Trunk official car "Musokoka." The officials will remain in San Francisco until January 1.

A map of the Erie railway, showing the route from Chicago to New York through Buffalo, Albany and Boston, with miniature electric lights showing to what points through sleepers run, has been placed in the window of the local Erie office. It is a novelty in railroad signs and the first on the Pacific coast.

E. W. Gillett has resigned as traffic manager of the Las Vegas and Tonopah, and J. H. Brown has been appointed to succeed him. The change becomes effective January 1. Gillett returns permanently from railroad service.

Fifty miles.

Smart Set Awaits New Year Revelry

Dances to Be Given At Big Hotels

THE new year will be greeted in a merry manner by society and every one is on the tip toe of expectation for the various dances which will constitute a part of the revelry and greeting of the new season. There will be a subscription dance at the Fairmont for several hundred guests, and at the Palace and St. Francis the reservations for the evening promise a joyous reunion, without the dancing, however.

The largest private dance to be given in celebration of New Year's eve is the ball costume at the home of Mrs. Henry Williams in Octavia street and about 100 young guests will participate. The Neighbors' club will give a dance that evening that will attract the members of the club, and the other parties for the evening are of smaller proportions, but will be none the less enjoyable.

The holiday dance at the Officers' club was held last evening instead of New Year's eve, and was a thoroughly delightful affair. There were guests from town as well as the officers from the posts around the bay, and the cheer of the season helped to make the dance memorable.

Mr. and Mrs. Eugene de Sabla, with their daughters, the Misses Vera and Leontine de Sabla, have gone to Santa Barbara for the first month of the new year, and they may extend their visit in the southern city. Miss de Sabla is one of the most popular debutantes of this season and has had a constant round of entertainment since her formal debut several weeks ago. She will be missed during her stay in the south.

Miss Mollie Merle will entertain next Sunday afternoon at an informal reception given in compliment to Miss Kitty Oliver, who has lately returned from Europe, where she has been traveling for several months. The hour announced for the tea is 4 o'clock and about 100 friends have received cards.

The latest news from Honolulu contains some interesting gossip about army people who are entertaining at various delightful affairs. One of the most recent parties of note was given by Mrs. James Robert Pourie, the wife of Captain Pourie, who is at Fort Ruger. There has been a jolly house party at the home of the hostess with Rear Admiral and Mrs. Whiting as the honored guests.

Another party that merits mention as a pleasant reunion was given for Miss Marie Whiting and 30 of her young friends. There were several older guests at the frolic and among those whose names are familiar to friends here were Miss Magoon; Mrs. Dunning, wife of Major Dunning, who is at Fort Shafter; Mrs. Pardee, wife of Lieutenant Pardee, also at Fort Shafter; Miss Cree, the Misses Hough of Stockton, Miss Lydia McStocker and Miss Julie McStocker.

Mrs. Pourie will entertain at a tea to be given Monday, January 10, at Fort Ruger that will be probably in the nature of a farewell to her army friends there, for Mrs. Pourie expects to come here soon for a visit.

Mrs. James McMahon will leave in a few days for Washington, where she will remain for an indefinite stay as the guest of her sister, Mrs. N. F. Hildebrand of that city. Mrs. Hildebrand has been a visitor at the McMahon home for the last month and came here for the wedding of her niece, Miss Mollie McMahon, and Antoine Borel Jr., which took place yesterday.

Dr. Harry Weil expects to leave early in the new year for the east and Europe and will pass six months or more traveling abroad.

Frank Goad was traveling in Switzerland at last accounts and has been visiting all the picturesque towns in that country, but after wandering about for the remainder of this month and perhaps next he will go to Paris, where he will be met by Joseph Eastland, who leaves after the holidays for a tour of Europe.

Mr. and Mrs. Thomas Eastland have returned after a pleasant sojourn in the southern part of the state, and were at the St. Francis yesterday at luncheon with half a dozen friends.

Mrs. J. Nevitt Steele, who arrived a few days ago from New York, has been one of the attractive figures at social affairs of the last week. Mr. and Mrs. Steele entertained at an informal luncheon given yesterday at the St. Francis. The eastern visitors will remain for an indefinite visit and will be entertained in town and in Burlingame, where they have many friends.

The death of Miss Genevieve Mee has caused the deepest regret for the untimely passing of the charming girl and the sympathy of many friends has been extended to her brother, John Hubert, and her sister, Miss Margaret Mee. The hospitable home in San Rafael has been the center of many delightful affairs and the guests who frequented the house will miss the presence of the former hostess. The bereavement in the holiday season has caused much grief among the friends of the family.

Miss Mary Gamble is visiting here from Santa Barbara and has been the recipient of several informal affairs of welcome since her arrival for the holiday visit.

Answers to Queries

MARRIAGE LICENSE—M. E. J. Apts. In applying for a marriage license does the woman have to accompany the man? What questions are asked the man?

THE WOMAN does not have to accompany the man. He is asked the ages of the parties and such questions as will satisfy the clerk that there is no reason why the license should not be issued.

THE CED—G. McM. Albion. Is the end of a cow some organ of the system of the animal, or the second chewing of the grass or hay that the cow has done the day before it enters the second stomach?

THE END is the food which a ruminating animal, as the cow or the sheep, throws up from its first stomach to chew at leisure.

INDEX OF THE SAN FRANCISCO CALL'S NEWS TODAY

TELEPHONE KEARNY 86
THURSDAY, DECEMBER 30, 1909

WEATHER CONDITIONS
YESTERDAY—Clear; northeast wind; maximum temperature 58, minimum 46.
FORECAST FOR TODAY—Fair; light east wind.

EDITORIAL
Put a stop to bullying by the United Railroads. Page 6
History of a San Francisco campaign. Page 6
Mr. Taft a novice at the game. Page 6
Law making with an eye on the polls. Page 6

CITY
State teachers' association elects Dr. A. F. Lange as president. Board of education branded as idiots. Page 1
Fritz Kreisler praises work of Mrs. Geraldine O'Connell as violinist. Page 16
Thieves loot dry goods store in Broadway. Page 2
Saloons need not close for bond election, says city attorney. Page 16
Mayor Taylor says that San Francisco is purged of graft. Page 3
Necessary repairs delay further test of Hudson-O'Brien aeroplane. Page 4
Pretty wedding of Antoine Borel Jr. and Miss Mollie McMahon. Page 3

Ways and means committee of Panama-Pacific International exposition organized. Page 1
Nelson family, unable to mix matrimony and commerce, decide on divorce. Page 7
City Attorney Joseph Hawkins of San Rafael on trial for contempt of court. Page 4
United Railroads fails to agree with supervisors on Devisadero street franchise. Page 7
Protest made against present site of Washington Irving primary school. Page 7
Wife of Dr. Walter Lampe is declared sound mind. Page 7
United States treasury joins clearing house association of local banks. Page 16
Commercial travelers' congress elects officers at closing session. Page 16

SUBURBAN
Improved Berkeley streetcar service does not please commuters. Page 8
Record breaking number of divorcees are granted by Oakland courts. Page 9
Oakland will give the advent of the New Year a royal reception. Page 9
Engine and two cars on Alameda local derailed by hot firebox. Page 9
George W. McNear, known as "California grain king," passes away. Page 3
Park commissioner favors placing fire alarm building in Lincoln square. Page 9
Society blamed by probation officer for immorality of individuals. Page 4
Crowded Oakland schools will require many changes. Page 9
Berkeley police seeking handsome woman in brown tailor made suit. Page 8
University orchestra to give symphony concert as part of next semester's program. Page 8
Southern Pacific begins building of new line through Berkeley residence district. Page 8
Greek suspected of an attempt at arson. Page 8
Eastern lawyer wins hand of Oakland belle. Page 8
Handsome modern hospital to be erected by Contra Costa county. Page 9

COAST
Husband shoots girl wife to death in streets of Carlestown. Page 3
Chinese taken from Pullman berths and held for deportation. Page 2
EASTERN
Man kills "G" and self in hotel dining room at Peru, Ind. Page 2
Claim that "Dixie" is most popular song in cause of controversy. Page 2
Plague leads to war on squirrels in California by federal officials. Page 2
Gordon will not be sworn in by United States senate. Page 1
Railroads scored for delay in repayment of overcharges on freight shipments. Page 2
Sir Horace Plunkett of Dublin praises work of Pinchot. Page 3
Cruisers test new wireless apparatus intended to transmit messages 3,000 miles. Page 2

SPORTS
National league names special committee to revise rules. Page 11
California Bugby team is beaten by Vancouver players. Page 10
Athletic Research society meets to discuss administrative problems. Page 10
Details are arranged for carnival of sport in Vallejo. Page 10
Chevington elected president of American baseball association. Page 11
Owner is absent when jockey wins three races. Page 10
Alaskan wage war on the savage brown bears despite game laws. Page 10
Yacht clubs hold annual banquets and feast new and old officers. Page 11
Barney Oldfield breaks record for mile on a half mile track. Page 11
Jockey Koderis rides three winners at the Emeraldville track. Page 10
Century athletic club ready for New Year's battle with Winged 'V's. Page 11

MARINE
Pacific Mail company's liner Pennsylvania arrives from Panama with big cargo. Page 15

LABOR
Granite cutters and finishers declare in favor of municipal ownership. Page 7

WILL CLIMB MOUNT MCKINLEY WITH BALLOON
Tennessee Aeronaut Evolves Peculiar Ascension Idea

NEW YORK, Dec. 29.—With the aid of a large balloon, minus a basket and designed to assist him in climbing, Colonel H. P. Shirley of Nashville, Tenn., an experienced aeronaut, is planning to scale Mount McKinley.

DIVER SEEKS IN VAIN FOR DEAD MARINERS
BOSTON, Dec. 29.—Six fathoms and more beneath the water on Broad sound channel a professional diver today sought in vain for many hours for the bodies of Captain Leroy K. McKown and 11 men of the crew of the five masted schooner Davis Palmer, sunk in Sunday's disastrous storm.

GIRL KILLS HERSELF BY JUMPING FROM TRAIN
MALVERN, Ia., Dec. 29.—Suicide was the verdict of the coroner's jury after an investigation into the death of Miss Cecil Dodge, 13 years old, who was found dying near the Washburn depot at 7 o'clock last night. The girl had jumped through a window of a moving train.

SUES ADAMS ESTATE—Oakland, Dec. 29.—Alleging that she was deprived from her position as superintendent of the Claremont hospital association without proper reason, and in spite of the fact that she had a five year contract, a good until February, 1912, Mrs. L. Adams, a nurse, today brought suit for \$5,000 damages against the estate of the late Dr. Frank L. Adams, who was one of the directors of the Claremont hospital association.