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THE



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PACIFIC COAST FLEET TO HAVE 4 BATTLESHIPS

Oregon, Indiana, Massachusetts and Iowa to Form First Division in Autumn

Twelve Cruisers Will Complete Detachment of Warships for Western Shores

Formidable Armada for Defense of Important Ports Facing the Orient

VESSELS TO COMPOSE NEW PACIFIC FLEET

This will be the strength of the new Pacific fleet: FIRST DIVISION Battleships Oregon, Iowa, Indiana and Massachusetts. SECOND DIVISION Cruisers Tennessee, Washington, California and Pennsylvania. THIRD DIVISION Cruisers West Virginia, Colorado, Maryland and South Dakota. FOURTH DIVISION Cruisers Montana, South Carolina, Charleston and St. Louis.

[Special Dispatch to The Call]

WASHINGTON, Jan. 20.—The Pacific coast is to have the great fleet its citizens have been requesting for years. Recent orders of the navy department, calling together warships in all quarters of the world, have pointed to this fact, and today it was admitted by prominent officials in the bureau of navigation that the orders were issued with the intention of mobilizing a Pacific fleet by next autumn.

There will be four divisions to the fleet, comprising 4 battleships and 12 cruisers. At present the Pacific fleet is composed of but eight cruisers and no battleships, though the Oregon is now at Bremerton navy yard. It will be joined by the Indiana, Iowa and Massachusetts.

Cruise to Argentina

The first order affecting Pacific warships, was that directing that the cruisers Tennessee and Washington, now en route to Honolulu with the other six vessels of the Pacific cruiser fleet, should be detached immediately upon arriving at Honolulu and proceed with all speed to the Bremerton navy yard, to be repaired and overhauled.

Battleships Sent East

This would take two vessels from the Pacific fleet to Atlantic waters, and the order was made more puzzling by the further command that the cruisers West Virginia and Maryland, also of the Pacific fleet, should go out of commission at Mare Island for repairs on arriving from the orient.

Close followers of naval affairs began to see the formation of a real Pacific fleet, however, in the order that followed. This commanded that the battleships Iowa, Indiana and Massachusetts should be made into a midshipmen's practice squadron and proceed to the Mediterranean on a practice cruise. The battleships are to return to Annapolis in the autumn.

Vessels to Round Horn

It is stated with authority that the three battleships will be sent around South America to the Pacific coast after completing the practice cruise. At San Francisco the vessels will join the Oregon, now at Puget sound, for four battleships are required to form a unit in the American navy. The cruisers Tennessee and Washington will be sent back to Pacific waters after the festivities at Buenos Aires are completed. The cruisers Montana and South Carolina will join the Tennessee and Washington at that time.

Then two cruisers of the first class, the Charleston and St. Louis, will be added to form the fourth division of the new Pacific fleet with the Montana and South Carolina. The Charleston is now flagship of the Asiatic fleet, but is under orders to proceed to Bremerton. The new fleet will have twice the fighting power of the present fleet and exactly twice the number of ships. It will be composed of the following vessels: First division—the battleships Oregon, Iowa, Indiana and Massachusetts; second division—the cruisers Tennessee, Washington, California and Pennsylvania; third division—the cruisers West Virginia, Colorado, Maryland and South Dakota, which now make up the first and second squadrons of the Pacific fleet; fourth division—the cruisers Montana, South Carolina, Charleston and St. L.

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HOUSE RATIFIES SELECTION OF INQUIRY BOARD

Caucus Nominees for Land Office Investigation Confirmed After Hot Fight

Democrats Are Incensed by the Substitution of Lloyd for Rainey

WASHINGTON, Jan. 20.—Ignoring protests of democratic members, the republican majority in the house today ratified their caucus nominees for the Ballinger-Pinchot investigating committee, displacing Representative Rainey of Illinois, one of the democratic selections, and naming in his stead Representative Lloyd of Missouri.

An attempt by Lloyd to resign as a member of the committee brought about a curious condition today, in which the house for the time found itself practically in control of the minority, actual control of the body being prevented only by parliamentary tactics.

Minority in Control It having been given out that there would be a democratic caucus at 4:30 o'clock, most of the republican members went home, while practically every democrat was in his place. Motions to adjourn were defeated by vociferous choruses from the democratic side.

Lloyd's resignation was read, whereupon Representative Tawney made the point of order that no one was authorized to receive it and would not be so authorized until the joint committee should be organized. Even then, he explained, the committee would have authority to receive a resignation of one of its members only by inference. Tawney undertook to demonstrate that Lloyd, having been elected to membership on the committee, could not escape service.

View Is Combated This view was combated by Underwood of Alabama, who said the house could accept the resignation.

Lloyd attempted to obtain the floor for an explanation, but was barred out by the parliamentary situation. Tawney, seeing the impossibility of an adjournment, attempted to resume consideration of the deficiency bill as a means to force an adjournment. Again the democrats, in overwhelming numbers, voted down his motion.

Renewing his motion to adjourn, Tawney demanded a roll call on the ground that no quorum was present. While the roll call was in progress and republican members were being called from their homes and hotels several miles away, Underwood arose to make an explanation.

Democrats Hold Caucus After some delay the Alabamian succeeded in saying there had been a general misunderstanding. He explained that he had had no knowledge of Lloyd's intention to offer his resignation at that time. The minority, he added, had not purposely taken advantage of the absence of republican members. He said it was manifestly fair that he should move to adjourn, and in doing so he received unanimous support, and the house at 5:05 o'clock adjourned, just 35 minutes after the time agreed upon for the democratic caucus. The democratic caucus then assembled.

At the democratic caucus Representative Rainey of Illinois, who was denied a place on the Ballinger-Pinchot investigating committee by a vote of the republicans, addressed his colleagues and withdrew his name from further consideration in that connection. Representative James also asked to be relieved from service upon the committee, but upon motion of Rainey the caucus voted to ask James to continue.

Will Select Successor Lloyd, having stated a desire to be left off the committee, the caucus expressed a vote of confidence in Lloyd and decided to meet again tomorrow night, when the question of acting upon the latter's successor will be taken up. A motion by Representative Sisson of Alabama that Representative Clayton of Alabama, chairman of the caucus, appoint a committee to consider the vacancy on the investigating committee and to draw up an address to the country was adopted by a vote of 49 to 48.

Representative Poindexter of Washington, the lone republican insurgent who voted on the floor of the house today in favor of accepting the democratic caucus nominees for the Ballinger-Pinchot investigation, issued a lengthy statement today explaining his attitude.

"I do not think the republican party is responsible in any way for the democratic membership, and it did not devolve upon it to inquire into their qualifications.

Party Would Be Responsible "If the republican organization should have the right to select the democratic membership, the purpose of bipartisan representation would be defeated. The republican party would be responsible for the whole investigation if it named the entire committee."

Poindexter said the rules committee

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THE HOUSE WILL COME TO ORDER



SEATTLE MAY GET PACIFIC LINERS

Dispatch Says Siberia, Mongolia and Manchuria Will Operate From Northern City

From Seattle came a report yesterday that the Pacific Mail steamship company intended to divert some of its trans-Pacific liners from this port to Puget sound. It was stated that a division of the fleet would make the run direct from Seattle to Honolulu and the orient. The Pacific Mail is said to have completed plans for two large wharves in the north for the accommodation of its freight and passenger traffic.

This is the first intimation that such a move was contemplated. There has been no official announcement from the company.

The Siberia, Mongolia and Manchuria are mentioned specifically as the vessels likely to play a part in the new arrangement. A dispatch received last night from Seattle said:

"Confirmation of the report that the Pacific Mail steamship company, which has been operating its entire oriental fleet out of San Francisco, will divert some of its trans-Pacific steamers from the California port to Seattle came today when the announcement was made that the preparation will be begun immediately for the construction of two ocean piers on the Oregon and Washington railroad company's water front property now occupied by the Stearns-Post mill company. The lumber mill was notified to vacate the property at once and within a few days workmen will begin dismantling the buildings now on the property.

Chief Engineer J. R. Holman of the Oregon and Washington has in his possession completed plans of these ocean terminals, which embrace two modern pier buildings of two stories each, to be constructed of concrete and sheet steel, with full facilities for passenger and freight traffic. The cost of buildings alone is stated to be in excess of \$600,000. With the harbor improvements and approaches the work will entail an outlay of more than \$750,000.

"In connection with the improvement of the water terminals of the system it is authoritatively stated that part of the Pacific Mail fleet will be diverted from San Francisco and brought from Honolulu to Seattle direct.

"The big liners Siberia, Mongolia and Manchuria of the system are expected to bear a heavy share of the passenger and freight business from the orient to Seattle direct.

"Officers of the mill company say they will vacate the railroad property February 1 to occupy new quarters on the east waterway."

WILLIAM J. BRYAN IS WELCOMED IN PERU

Commoner Is Met by Representative of President

LIMA, Peru, Jan. 20.—William J. Bryan arrived here today. He was landed at Callao from his steamer by a government launch and was met by a large number of prominent persons, including a representative of President Leguia. Bryan proceeded here and tonight dined at the American legation. The working classes are arranging special honors for him.

MURDERER DANCES AFTER CONVICTION

Woman's Slayer Calls Jailer's Attention to Jig as Showing "Everything Right"

SPOKANE, Wash., Jan. 20.—"Guilty of murder in the first degree." This is the verdict of the jury at Colville, Wash., in the case of James F. Logan, alias Frederick Johns, accused of murdering Mrs. Agnes Janson, his housekeeper, the night of October 28 last, and with cremating the body.

The case was given to the jury this afternoon on instructions from the court and an address by the prosecuting attorney. Counsel for Logan did not address the jury.

As Logan heard the verdict read by the clerk he fell into his seat, eying the jurors closely. Then suddenly a smile spread over his face. On being taken back to jail Logan rushed up stairs for a word with George Hilton, his nephew, who was also arrested in connection with the crime. In reply to Hilton, Logan said:

"It was murder in the first degree." As Logan entered the steel tank other prisoners sang out: "What is it, old man?" and again he returned the answer: "Murder in first degree."

After the jail doors clanked securely behind Logan the jailer again walked around to the outside cell door and asked: "Is everything all right?" The prisoner answered cheerfully: "Don't this look like it?" and the officers were amazed to see him dancing a jig.

Sheriff Graham placed a double guard over Logan's cell and will continue the guard till Logan is taken away. It is the sheriff's belief that the prisoner has dangerous confederates.

The jury took two ballots, the first being 10 for conviction and 2 for acquittal. The second ballot was unanimous for the verdict of guilty.

ASK RULING ON BEET SUGAR DISTILLATE

Representatives of California Interest Now in Washington

[Special Dispatch to The Call] WASHINGTON, Jan. 20.—J. E. Youngberg of San Francisco, representing the western distillers and other manufacturers of "neutral spirits" from sugar beets, is here trying to obtain a ruling from the commissioner of internal revenue that will permit these manufacturers to continue their business.

President Taft's decision on "what is whisky?" put the manufacturers of sugar beet distillate out of business. The decision classified rum as spirits distilled from cane, etc., and whisky as spirits distilled from grain.

No mention was made of spirits distilled from sugar beets, although this product is actually "neutral spirits" of exceptional purity.

The matter is still pending in the department.

ATTEMPTS TO ROB GIRL ON FERRYBOAT

Young Man Gives Drink to Daughter of Capitalist and Flees After Outcry

[Special Dispatch to The Call] OAKLAND, Jan. 20.—Miss Harriet Thompson, 18 years old, living at 1620 Bay street, Alameda, daughter of Frank Thompson, a San Francisco capitalist, and granddaughter of the late Captain R. R. Thompson, an Alameda millionaire, was found in a hysterical condition at the Oakland mole early this evening, where she had been abandoned, she says, by a strange young man, who plied her with drinks and tried to rob her.

She had on her wrists and fingers jewels valued at fully \$3,000, which the girl told the police were the objects of the young stranger's attentions.

Miss Thompson said that she had been to the St. Francis hotel to visit her father and her mother, the latter of whom is reported to be dangerously ill. She took a ferry boat from San Francisco on the Oakland mole run, she says, about 6:30 o'clock. On the boat she was accosted by the young man, who conversed a while and finally suggested that they go to the dining room for a few moments.

Just what refreshments the girl partook of in the lower part of the vessel is not clear from her incoherent statement. First she said that she had mixed liquors and then asserted that she had taken only "soft drinks," which affected her as would drugs. On the attempted robbery she is not more precise, but maintains that the companion tried to get possession of her jewelry.

The girl said that she was taken violently ill while the young man was with her, but did not lose consciousness, and that she was able to resist when the stranger tried to remove her jewels. Her outcries disconcerted the stranger and he left her abruptly.

Miss Thompson made her way to the train and got aboard the Oakland local instead of the Southern Pacific "horse-shoe" train, which would have taken her to Alameda. She was so ill that she did not leave the train at Broadway, as an Alameda passenger would have done, but rode clear to the end of the line at Melrose. She still kept on the train and returned to the mole.

The train crew notified the police and the girl was taken to the receiving hospital. Dr. W. H. Irwin, who attended her, pronounced her "hysterical." She was kept at the hospital for a time, but was finally permitted to go home with G. E. Thompson, her uncle, who had been summoned to the hospital. He said that the girl was frequently hysterical, and might have been overcome by such an experience as she related in her broken manner.

Miss Thompson's father was one of the heirs of Captain R. R. Thompson, and his own fortune now is large. He achieved notoriety recently when some woman was said to have obtained a fortune from him.

AEROPLANE RACE WON BY CURTISS

Beats Paulhan in Aerial Speed Trial at Southern Aviation Field

Hamilton Has Narrow Escape From Death When Returning From Long Flight

Crank Shaft Breaks, but Skillful Use of Planes Averts Serious Accident

Parade Showing Evolution of Transportation Closes the Great Meet

\$1,000 FOR FIRST AVIATOR TO LAND ON TAMALPAIS

My offer of \$1,000 for the first aviator who starts from San Francisco and lands on the top of Mount Tamalpais with his machine still holds good," said C. F. Runyon, president of the Mill Valley and Mount Tamalpais railway, yesterday when he received a telegram from the south saying that Paulhan, the daring Frenchman, had promised to make the flight. "It is not a case of flying around the mountain. He must alight there, and if he does so I'll pay over the \$1,000. Our board of directors held its annual meeting today and the members of the board upheld my first offer."

LOS ANGELES, Jan. 20.—As dusk gathered over the old Dominguez ranch tonight four flying machines that had been circling in the air in rivalry of the meadow larks that for so many centuries have held dominion there settled softly to earth. The masters of these newest air craft walked to their tents, the great crowd filed down the roadway and the first international aviation meet ever held in America was over.

Aviator Near Death All was peaceful and but few knew that one man had been near death in those last few minutes. Charles K. Hamilton was returning from a 15 mile flight toward the ocean. While a mile from the aviation field the crank shaft of his machine snapped. To an automobile this would have meant a wreck. To a ship it would have meant a helpless drift upon the sea. To the aeroplane it meant so little that no one in the crowd noticed anything wrong.

Hamilton shut off his engine and so leveled and swayed his planes that he was wafted gently down, touching with scarcely a thud. It was the best piece of emergency handling of a machine that has been seen at the meet.

Aerial Race Begins Curtiss and Paulhan—the great rivals of the meet—furnished the excitement for the closing day. Paulhan went up at 3:25 o'clock for an endurance flight. After he had gone two or three laps of the course, Curtiss started on a 10 lap speed trial, half a lap, or more than three-quarters of a mile behind Paulhan. Instantly it was seen that a great race was on—the first real race of the 10 days. The two airships, full speed on, came over the grandstand with the speed of an express train. Curtiss, it was plain, was gaining. He crept swiftly on Paulhan's heels, and on the third lap after starting he reached Paulhan, flying above. The Frenchman for a few seconds held his own, then Curtiss, in his American machine, forged ahead by a nose, a length, and finally by half a lap.

American Machine Fastest It was no race after that. The American machine was demonstrated as the faster beyond question. As Curtiss rushed over Paulhan, he received the greatest applause that any of his efforts had gained. Paulhan went on until he had traveled 64.4 miles and had been in the air nearly an hour and a half. Curtiss came down after a 30 mile trip.

This race gives the whole story of the meet. The Curtiss machines have won all the prizes for speed, quick starts, perfect landings, and those events where a light, swift machine showed best.

Paulhan has won all the cross-country, passenger carrying and endurance tests, having a heavier, slower machine and an engine which he trusts to the ultimate. Paulhan has taken more than \$15,000 in prizes, and has broken the world's records for altitude and for cross-country flights alone and with a passenger. Curtiss has broken no