

The San Francisco Call

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INDEX OF THE NEWS TODAY

TUESDAY, FEBRUARY 15, 1910

CITY

Young man shot in neck with "unloaded" revolver.
Oregon State loses its only first class ocean liner.
Six armed cruisers arrive from long voyage in city's harbor.

SUBURBAN

Engineering work on harbor scheme is now under way.
Wife of Rev. Paul Stewart dismisses her suit for divorce.

COAST

Forty well known Goldfield men jailed for high grading.
Proposed "City of Hillsborough" meets with opposition.

EASTERN

Olavis charges "framing" in Ballinger case to discredit him.
Roosevelt named as possible leader for anti-trust expedition.

SPORTS

Tom Jones strikes his pile on Waigod to beat Pollock.
Polytechnic high school football team wins game from Alameda.

MARINE

Title will hold Ching Maru at wharf until 4 o'clock this afternoon.
Small set in a Butler over arrival of U-Pacifc fleet.

ROBBERS THRUST MAN'S HEAD INTO FURNACE

Try to Hide Crime by Killing Their Victim.
HAGERSTOWN, Md., Feb. 14.—Robbed and beaten by three masked men, his head thrust into a blazing furnace from which it was withdrawn only because the door was not large enough to admit his shoulders, and then placed in a furnace, is the treatment from which John Neibert is in a serious condition tonight.

Emancipation For The Coast Cities

JOHN T. FLYNN, consulting engineer of the California rivers and harbors league, with headquarters in Oakland, propounds an ingenious and perhaps feasible plan, if legal objections are removed, by which Pacific coast seaport towns would be enabled to control and keep down transcontinental freight rates after the Panama canal is opened. In brief, Mr. Flynn proposes that the leading seaports build ships to carry the freight by water in fair competition with overland transportation. Mr. Flynn writes:

It is safe to say that the states of Washington, Oregon and California, which form the Pacific seaboard, with a combined population of less than 4,000,000, bear four-fifths of the entire cost of the operation of these nine transcontinental railroads. And yet these are all seaboard states, with magnificent natural harbors, and, in most cases, with great navigable rivers reaching hundreds of miles into the interior through which ocean freights might be delivered or collected if the subject was properly handled. The average railroad freight rate from the Atlantic to the Pacific is \$26 per ton, or three-fourths of 1 cent per ton per mile on a basis of 3,500 miles. The average rail freight time between the two seaboard is 21 days, an average of about 175 miles per day. This, of course, is for broken trains, which stop to drop and receive cars at every station, and does not apply to ocean to ocean freights, which rarely ever happen, and then only at express rates, which means \$160 per ton. The average steaming time of a modern freight ship is 300 miles per day of 24 hours, which, if figured on a basis of 6,000 miles from the Atlantic to the Pacific through the Panama canal, would mean 20 days, one day less than the average time of the railroad.

Most of the Pacific coast ports have interior connections by water available as feeders for an ocean line of steamships besides the local coasting trade, and with such facilities for competition Mr. Flynn contends that the overland freight rate could be forced down to \$6 a ton. Of course, when the canal is open there will be a large fleet of foreign tramp steamships competing for trade, but these would not, under our shipping laws, be available to carry freight between the Atlantic and Pacific coasts of the United States.

Mr. Flynn argues that these municipally owned carriers would pay comfortable dividends. If his figures in this regard are correct there would not appear to be much reason in his contention that the government should remit half the canal tolls for such vessels. He contends that a 10,000 ton freight carrier loaded both ways at \$6 a ton would pay 10 per cent dividends on the investment. If he is correct in this contention this return would appear by itself to be sufficient inducement.

Apart from this feature of the plan Mr. Flynn's exposition of the subject is big with suggestion of the commercial revolution that is likely to follow from the opening of the canal. The margin between \$26 a ton by land and \$6 a ton by water is so wide that private enterprise is certain to occupy the field. Assuming the general correctness of Mr. Flynn's figures on this point there will be no need of municipally owned steamships.

There is another very important aspect of this question as it concerns the coast cities, and this relates to terminal rates on railroads. With sea competition in active operation between the Atlantic and the Pacific the contention advanced in the Spokane case in favor of a mileage basis of rate regulation would be demonstrated as wholly untenable and absurd because impossible. The railroads could not live at all in competition with the sea unless they were permitted to give reduced rates to terminal points on the coast.

The only reason that we can see in favor of municipally owned ships is that the railroads will, of course, seek to own or control the system of sea transportation lines that must follow as a consequence of opening the canal, even as now they control the Pacific Mail service, and possibly have an understanding with the American-Hawaiian line operating by the Tehuantepec route. A municipal line would undoubtedly keep down freights, but it would have to encounter all the horrors of cutthroat competition on the water and the bedeviling of railroad politics on land.

AN angry fight is in progress over the merger of the big copper mines—the Nevada Consolidated and the Utah. Samuel Untermyer, a New York lawyer, was paid a fee of \$750,000 for arranging the terms of the merger. This fee is 3 per cent of the capitalization of the merger and 10 per cent of the old capitalization of the Utah.

But apart from the magnificent proportions of Mr. Untermyer's fee, President Phillips objects that the merger is designed chiefly to further the interests of the Guggenheims. Phillips has written a sharp letter in which he points out that four members of the Nevada board are likewise members of the Utah board and that three members are directly in the employ of the Guggenheims, with a fourth as general counsel for the same interests. In his letter to the stock holders Phillips asks these questions:

Is it advisable to surrender your stock without knowing for what purpose the 400,000 shares of Utah stock left in the treasury is to be used, with the possible result that a great depreciation will follow its issue? Is the Nevada Consolidated worth less than it was ninety days ago when the Messrs. Guggenheim were advertising in two continents that the Nevada stock was worth and would surely sell at \$45 to \$50 per share? The situation today is this: Nevada stock holders who surrender their stock and take Utah stock in exchange must look to the Utah company alone for dividends on a greatly increased capitalization. Nevada stock holders who retain their stock will receive the yearly increasing dividends of Nevada Consolidated, with its low cost production, and the inestimable advantage that arises from ownership of its own smelter and railroad that in themselves are most valuable assets.

In one sense all these matters are purely the subject of private concern for the stock holders, but the general public may be permitted to speculate on the multifarious and far flung varieties of hot water in which it seems the Guggenheims delight to wade. Surely they fish in troubled waters.

THE metamorphosis of the inoffensive cow when produced in more or less disguise on the tables of the gilded cafe was described with much feeling by Senator McCumber of North Dakota. The senator cherishes a neighborly sympathy for the beef of his home pastures and contends that the steer of commerce is a blameless animal on whom the stigma of exorbitant prices for meat has been unjustly fixed. Flourishing in his hand the bill of fare of the senate restaurant McCumber took the floor and declared himself. "An average beef animal on a Dakota ranch," he said, "brings \$70, but according to prices here it is sold to the consumers who eat here for the enormous sum of \$2,500, enough to buy half a farm. The fact that the farmer gets but \$70 shows that he does not get the money."

Therefore the senator argued that we must not take the tariff off imported food products. McCumber is a standing joke in Washington because of his belief that the duties on staple food products like beef and wheat are operative. Everybody but McCumber knows that these duties are merely introduced in the tariff to humbug the farmer with the idea that he is getting protection. But that idea is pretty well exploded, and even Senator Lodge the other day refused any longer to be a party to the fraud. "Taking the duty off beef," he said, "does not affect the price. We do not import beef." He added: "I am not going to attempt to humbug the American people by trying to make them think that while we export taking the tariff off would reduce the price." But the humbug still persists in the law. It is harmless except as a form of self-deception.

They Don't Seem to Be Popular



SENATOR FLINT'S few but not very well-chosen remarks on the direct primary and its consequences appear to have come home to roost in a fashion that he scarcely expected.

The senator says he can not afford to run for office because he would require an expensive personal organization to support his candidacy.

This is a confession of failure. It means that Senator Flint realizes that in the sense of his constituents he has not made good. A senator who had the approval of the people of California would be put to merely nominal expense for re-election. There would not be any question about it and the competition for his place would be negligible. The Chicago Tribune has these comments on the affair:

The senator slanders the direct primary. Its object is to make it unnecessary for a man in his position to maintain an elaborate and expensive statewide organization. It gives the party voters an opportunity to decide at their primaries whether the record which their representative has made is such as to entitle him to a vote of confidence. A man whose valuable senatorial activities have familiarized the nation with his name does not have to start a pie counter in every district in his state to get friends and votes. He does not need a machine and the patronage that keeps it running. It is easy to see why a man with a poor record should dread the direct primary.

The senator declares that he would have to buy his way to the senatorship, not, of course, by bribery, but by financing an expensive campaign. That conception of a direct primary campaign is not confined to Senator Flint, and has found its way into applied politics in other states. But the conception is altogether vicious and its embodiment in action should be made a criminal offense by the imposition of strict limitations on the expenses of candidates.

The right man will have no difficulty in making his way to the senate. Senator Flint confesses that he is not the right man because he can not be elected without spending a lot of money. No one has questioned Mr. Flint's ability or his personal popularity as distinguished from his political availability. He himself questions his availability. Playing "Me too" for Aldrich makes hard sledding for candidates.

AN amusing comedy of politics was quite elaborately staged the other day in the house of representatives by Uncle Joe Cannon. It was not a problem play, but carried the speaker's conception of a high moral purpose to demonstrate that he is not the black and hideous tyrant he has been painted. The vital element of drama is surprise, and this was carefully provided by a mysterious notice addressed to members by the party whips enjoining them to be in attendance on the house at noon on a day named. Promptly on the stroke of 12 Representative McLachlan of this state took the floor as the leading man in this comedy of politics. McLachlan asked for unanimous consent that one of his bills—no matter what—go over "without prejudice." Gaines of Tennessee, the leading juvenile of the company, objected that the request was against the rules. So the stage was set for the entrance of Uncle Joe. The speaker declared he had no feeling in the matter and magnanimously added that he would submit the question to a vote of the house for its decision.

Here was the dramatic element of surprise. Never before had the speaker submitted to the house a question as to the interpretation of the rules. In doing so he delivered these somewhat incoherent remarks:

After the great agitation in the country, in the newspapers and magazines, about the granting of unanimous consent being within the power of its speaker and about how members would have to crawl upon their knees and in the dust abase their personal and legislative dignity by asking the speaker to submit matters for unanimous consent, the house, in its wisdom, made the calendar Wednesday and made the unanimous consent calendar to get away from asking the speaker to run over the dignity of members or impose upon the house by exercising his discretion as to whether he would submit a matter for unanimous consent. Now, then, at the beginning of the operation of this rule, when this bill is called, before objection is made, the gentleman appealed for recognition to the speaker to submit by unanimous consent that this bill shall have another chance.

So were his enemies confounded as well as confused and their wicked slander that the speaker is the great American czar was flung back in their teeth. It seems as if the old man were rapidly approaching dotage.

ANSWERS TO QUERIES

FORTIFICATIONS—R. C., Menlo Park. Which are the two strongest fortifications in North America?
This question was submitted to the fortification engineers at army headquarters in this city, but none would answer the question. The same can be answered only upon a comparison of the armament of each fortified place in the territory named, but such information is not obtainable in this city.
DISTANCES—V. A. City. What is the distance from the ferry building in San Francisco to the nearest point of Goat Island, and from the same building to the Oakland mole?
To the island 1 1/2 statute miles, and to the mole 2-3 statute miles.

FLEET ARRIVAL STIRS SOCIETY

Many Affairs Planned For Social Courtesies To Naval Officers

THE arrival of the Pacific fleet yesterday was the topic of discussion that interested society more than any event for many weeks. The social affairs consequent upon the arrival of the navy officers are a promising array. There will be an elaborate reception and dance at the Army and Navy club this evening for the visiting officers and their friends and many more functions of an informal sort are scheduled for the following days of their stay.

The arrival of Ensign Charles Conway Hartigan, the fiancé of Miss Margaret Thompson, was of special interest to the young friends of the bride elect. The popular officer of the West Virginia was given a cordial reception. The wedding of Ensign Hartigan and Miss Thompson, in all probability will take place immediately after Easter.

Another arrival on the West Virginia yesterday whose coming was of social import was "Mishigaman" Kirkwood, Donating the fiancé of Dorothy Draper. The young officer will become an ensign in June of this year and it is probable that the wedding will take place in that month or the one preceding.

Rear Admiral Uriel Sebree returned yesterday with the Pacific squadron and joined Mrs. Sebree, who has been staying at the Fairmont awaiting his arrival in this city. Mrs. Sebree is one of the most charming women in the service set and the possibility that she will make her home in Burlingame after the admiral is retired has been a matter for great rejoicing among her host of friends.

Mrs. Eleanor Martin entertained last evening at an elaborate dinner party given at her home in Broadway as a farewell compliment to James D. Eberhart, who is leaving shortly for the east. He shared the honors of the occasion with Mr. and Mrs. Peter Martin, who have lately arrived from New York and are guests at the Martin home. The table decorations were of ferns. Those present were: Judge and Mrs. Erskine J. Dooner; Harvey M. Ross; Miss Mollie Phelan; Mr. and Mrs. Joseph D. G. Murphy; Miss Dorothy Egbert entertained several young friends at an informal dinner party given at the Palace preceding the last dance of the Friday Evening dancing club. The party of buds was chaperoned by Mrs. Charles Egbert. The attractive young hostess, who will probably make her formal bow to society next winter, was the tain at a series of winter parties this summer given at her home across the bay.

Miss Dorothy Boerke was hostess at a delightful luncheon given yesterday at the Town and Country club for less than a dozen of her young friends. The complimented guests at the party were Lilian Whitely, the bride and Mildred Whitney, the latter being the fiancée of Ernest Goodrich Stillman of New York. The attractive young bride elect has been the recipient of several of the late social favors and none more interesting than the remission yesterday. The table decorations were in the spring color. Jonquils were the favorite flower in the pretty scheme of adornment. The table was decorated with valentines with the yellow tone dominant in the design. Miss Boerke will entertain again this afternoon at a luncheon with Miss Agnes Tilden as the social favorite and the complimented guest. The luncheon will be again at the Town and Country club. There will be 10 or 12 guests at the second luncheon in the series being given at the club by this young hostess.

Miss Jane Hotelling will entertain at one of the luncheons this morning to be given at the Palace for several friends, while at another table Mrs. William Cluff and her daughter, Miss Florence Cluff, entertained half a dozen guests over the lescaples.

The younger girls, who are enjoying an occasional afternoon at bridge despite the Lenten restrictions, are looking forward with pleasant expectation to the informal card party Miss Helen Sutton will give some afternoon next week at her home in Berkeley. Half a dozen of the debutantes and their young friends are going across the bay either for cards or tea, afterward at the home of the hostess.

Mrs. E. E. Pratt will entertain at a bridge party to be given Thursday afternoon, February 24, on board the Penasco. The early hours of the afternoon a bridge will be followed by a tea for the army and navy matrons, who will be entertained at this affair.

C. Osgood Hooker is in New York, but will remain only for a brief stay, as he intends to sail for Europe and will go directly to Switzerland, where he will join his wife, who has been traveling abroad for several months.

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PERSONS IN THE NEWS

L. P. HUNT of Seattle is at the St. Francis. Hunt was formerly the proprietor and editor in chief of the Mankato, Minn., Free Press, and one of the recognized powers in the republican politics of the North star state. In the days before the enactment of the direct primary law he was the recognized boss of the second Minnesota congressional district. He figured prominently in the big convention fights and was mentioned as a candidate for the United States senate to succeed Cushman K. Davis.
J. H. CARROLL, general counsel for the Burlington route, stayed for the day at the St. Francis with a party who came west with him in a special car. They left last night for Santa Barbara. In the party are Miss Frances Carroll and Miss Elizabeth Nieldlander of St. Louis.
H. M. YERINGTON, one of the pioneers of Nevada, the founder of the town that bears his name and the holder of large mining interests in the Constock, is at the Palace with Mrs. Yerington.
O. G. OLSEN, a businessman of Turlock; Gus Schneider, a merchant of Marysville, and M. B. Bosworth, a cattlemen of Fresno, are among the recent arrivals at the Argonaut.
E. B. BENN, mayor of Aberdeen, who is also president of the good roads association of his district and manager of the Aberdeen opera house, is at the Continental.
M. L. HOLBROOK, and J. D. Hart, real estate men of Portland, are at the Palace, where they are Mrs. Holbrook, Miss Holbrook and Mrs. J. D. Hart.
ALBERT RUBENSTEIN, who has large oil properties in Bakersfield, is at the St. Francis. Rubenstein intends to make his home in this city.
MRS. LUCY LONG, who wrote the poem "God Save Our Golden Gate" directly after the disaster of 1906, is visiting in the city.
LIEUTENANT F. L. N. ESKINE of the United States marine corps and Major B. B. Ray of the army are staying at the Mann.
THOMAS J. GEARY, formerly congressman and the author of the Geary exclusion bill, is at the Mann, registered from Santa Rosa.
C. A. SMITH, who holds large timber interests throughout the country, is at the Palace, registered from Minneapolis.
JOHN WALSH, a mining man of Roseman, Mont., is among the recent arrivals at the Palace.
LOUIS BREUVER, a furniture merchant of Sacramento, is in town and is staying at the St. Francis.
GEORGE D. McRAY, a dry goods merchant of Los Angeles, is at the Palace for a few days.
FRED FOSTER and J. W. Burbough of Hanford are among the recent arrivals at the Stewart.
JOHN DERN and W. H. Cunningham, mining men of Salt Lake, are guests at the Palace.
A. W. SULLARD, an electric engineer, is at the Fairmont, registered from Los Angeles.
DR. W. H. WALLACE of Eureka is a guest at the Stewart.