

The San Francisco Call JOHN D. SPRECKELS Proprietor CHARLES W. HORNICK General Manager ERNEST S. SIMPSON Managing Editor

Can Wild Horses Drag Him There?



Why, of course the San Francisco people can not see our engineers' reports on Hetch Hetchy. These reports are not at the disposal of the other side.

What Are Kahn and Hayes Doing?

This candid definition of the position taken by the interior department is given out by Mr. Ballinger's private secretary, who was evidently speaking from a heartfelt conviction impressed on him by his chief.

Probably nothing better could be expected from Ballinger. The secretary of the interior is first of all a corporation lawyer, and his sympathies are all on that side.

Nevertheless, as we have said, this course is nothing surprising to anybody who has watched Ballinger in his dubious variety.

As a substitute for evidence his counsel turns loose in the vein of Bombastes Furioso with copious flow of adjectives and puerile abuse of men like Pinchot and Garfield.

If this controversy is to be decided on an issue of personalities the country will not find much difficulty in summing up the comparison between Ballinger and his gang on one side and Garfield and Pinchot on the other.

So much may be said by way of illustration that may serve to throw some light on Ballinger's persistent and wholly uncalled for interference in the Hetch Hetchy matter.

What is the measure of service rendered by the railroads in handling United States mail? 492,960,059 ton miles new basis (old basis 532,096,419 ton miles), year ending June 30, 1909.

Does the United States furnish any facilities? Only the clerks on the cars. What do they do? Postoffice work.

Does the United States pay clerks' fares? No! How much does their travel foot up? In 1908 the equal of one man riding 629,778,443 miles.

At 2 cents per mile that would be how much? \$12,595,568.66. These men must weigh something? At 160 pounds average, their haul would be equal to 50,382,275 tons one mile.

It is an entertaining little comedy in the guise of a tale of woe. The railroads might quite as well allege by way of grievance that they are compelled to carry brakemen and conductors as a form of extra baggage without pay.

It is not what people call a boom, but it is a legitimate and unbroken progress of expansion. The figures for Oakland and Sacramento are especially impressive.

The reports of streetcar travel in San Francisco indicate unmistakably a remarkable growth of the population of this city. In the month of January the United Railroads carried 12,975,860 more passengers than in the same month of last year and increased its earnings for this period by \$61,293.

The oil industry in the state is experiencing a tremendous expansion and the monthly tale of dividends is inspiring. Like a favored child of destiny, California has found one more great fortune.

Direct nominations, nonpartisan municipal elections and majority rule. Amendments to prevent grabbing of franchises.

The convention will not, of course, be limited by the call in the scope of its deliberations, but a due consideration of the three sub-

jects indicated will call for the exercise of serious thought in the light of experience in other cities.

For example, the experience of Berkeley and Los Angeles in the matter of prohibiting partisan nominations for municipal office should be regarded as especially valuable.

It may even be that the convention will be able to devise some plan to prevent the civil service provisions of the charter from being converted into a farce so that the municipal government shall not be used to create a huge political machine.

A RATHER curious and in some of its manifestations amusing movement is being financed by the railroads by way of backfire for the charge that the big postoffice deficit is due to extravagant prices paid for transportation of the mails.

A New Tale of Woe From the Railroads

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CLUB WOMEN PLAN FUNCTIONS SEEK LOSER OF COUPON BOOKS

Social and Dramatic Events Will Furnish Enjoyable Entertainment Transportation Club Committee Investigating the Taxicab Mystery

By MARY ASHE MILLER CLUBWOMEN seem to be devoting a large amount of their energies to giving luncheons to each other just now.

Next Monday the San Francisco clubs will give a luncheon at the St. Francis in honor of Mrs. J. B. Hume, the retiring state president.

The Pacific Coast Women's Press association will meet this afternoon, when the members will hear a program on "Commercial Literature" by Mrs. Abby E. Krebs.

The Daughters of California Pioneers will hold their social meeting this afternoon. The program of songs prepared by Mrs. Kathryn Day Boys will be as follows:

"La Floraja"..... Bevilacqua Mrs. Hamilton Feets "In Piccadilly"..... Schumann Arthur Moore English

"Two Grenadiers"..... Schumann "Down Among the Dead Men"..... English "Die Bekehrte"..... Stange

"Irish Love Song"..... Lang "O For a Breath of Moorland"..... Whelpley "Until God's Day"..... Buck John Quinn

The woman's auxiliary of the juvenile court will hold a meeting this afternoon at 3 o'clock, which will be devoted to business and at which officers for the coming year will be elected.

The auxiliary will also hold an open meeting this evening at the girls' high school at 8 o'clock, at which the speaker will be Elizabeth Martin.

California club members will meet tomorrow afternoon for their regular monthly social day, which will be in charge of Mrs. George A. Clough.

Miss Elsie Nason will give a recitation and Miss Elizabeth Makins will give an Irish monologue.

The Caedmon club announces a lecture Tuesday afternoon at the home of Mrs. J. M. Friscol, 1733 Broadway.

Members of the following clubs were among those present: Mayfield Woman's club, Redwood City Woman's club, Mountain View club, San Jose Woman's club and the Sunnyside club.

Miss Elizabeth Benton Fremont, who makes her home in Los Angeles, assisted recently in raising a Mission bell on the San Fernando road.

The Classic Productions' alliance, which has been taken up so enthusiastically by a number of the women's clubs of the city, is planning two large receptions for the near future.

It has been decided by Mrs. Frona Walt Colburn, the instigator of the alliance, to keep a charter membership list open until September.

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Letters From the People

CAUSE OF HIGH PRICES

Editor Call: The professors of economic science of all the great universities agree that the increase in the volume of money—gold and paper—has been the most effective cause in increasing the prices of the necessities of life.

Another thing: The railroads of the United States are now hauling wheat and other products to the seaboard for shipment abroad at one-half to one-third the rate of times of low prices.

Examination of the prices of beef indicates that it has risen only about 50 per cent, while wheat and corn have risen 100 per cent.

The best way to determine this is to examine into the profits of the packers. Statistics show that when the packers sell a dollar's worth of the products of their business they make on the average about 3 cents.

It is generally made from whole milk, but sometimes skimmed or partly skimmed milk is utilized. It is also made with rennet in the usual way.

There the salting is repeated and the cheeses frequently turned, until at the end of three or four months they are ripe.

REVENUE CUTTER A. D. S. Oakland. Came to his country at the age of 9 years; at the age of 18 years enlisted in the United States revenue cutter service and was honorably discharged.

HOOT—G. H. Campbell. How did the word "hoot" get into the English language? It is derived from the Scandinavian.

THE RIO—W. E. Campbell. Was the steamer (Cruz) of Rio de Janeiro coming in or was it when it was wrecked in the Golden Gate?

THE WALLS OF JERICHO Professor Sellins, who has been conducting excavations in Palestine on behalf of the Deutsche Orient Gesellschaft, announces in the course of a brief report that he has unearthed the pre-Israelitish foundations of Jericho.

PHILATELICS OF AVIATION According to a Paris contemporary the stamps commemorating the aviation fetes at Juvisy have been issued.

Hobbies of a Clergyman

It is well known that many clergy throughout the country take an interest in bell ringing. One of the most famous campanologists of our time, Rev. F. C. Robinson, until lately vicar of Drayton, has just died at Wokingham.

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PERSONS IN THE NEWS

MR. AND MRS. W. S. LECKIE, A. G. Williamsfeld, F. Munder, F. W. Dyke, B. C. Hill and J. J. Campbell of Vancouver are at the St. Francis. They are interested in oil lands at Maricopa and are on a visit to their properties.

CHESTER R. OLMSTEAD, a hotelman of Los Angeles, is staying at the Palace. He is to take charge of the new hotel in Salt Lake, the Semhol.

STEPHEN JONES, a hotelman of Victoria, B. C., is a guest at the Palace. Jones bought an automobile during his stay in this city.

W. B. WYETH, president and general manager of the Comptograph company of Chicago, is staying at the Palace.

ISAAC KAUFMAN, the head of a department store in Pittsburgh, is among the recent arrivals at the Palace.

F. E. BURNS, vice president of the Alaska steamship company, is down from Seattle on a business trip.

DR. AND MRS. GEORGE C. FEIGEL of Syracuse are staying at the St. Francis.

J. E. EDWARDS, a cattlemen of Portland, is at the Palace with Mrs. Edwards.

H. J. MACOMBER, a rancher of Fairview, Cal., is staying at the St. Francis.

MR. AND MRS. ROBERT UHLIG of Omaha are guests at the St. Francis.

HENRY C. CABELL, U. S. A., and Mrs. Cabell are guests at the Fairmont.

H. B. SMITH, a dealer in millinery of Chicago, is registered at the Marx.

MR. AND MRS. J. H. LITTLE of Washington are guests at the Marx.

H. B. GUERNSEY of Auburn is registered at the Stewart.