

THE ASSASSINATION OF BUTROS PASHA DENOUNCED

McCarthy Opposes Plan to Make United Railroads Remove Old Vehicles

Bill Compelling Through Sutter Street Service Introduced, but Is Doomed

mayor at the conference. He declared positively against the Bancroft ordinance and said he would refuse to sign it if it should pass the board. The probability of the latter event seemed remote, the conclusion of the board meeting, but it was shattered by the conference. Four members of the public utilities committee were present, the only absentee being Supervisor Hocks, who was not invited.

Walsh, Hough and Hocks had previously announced themselves as in favor of such an ordinance, but the mayor's expressed disapproval of the matter undoubtedly will result in an unfavorable report by the committee following Wednesday's hearing.

The vote to refer the Bancroft resolution to the public utilities committee, as taken by the board, was unanimous, and although the discussion on the question opened the way for a denunciation of the Examiner by Supervisors Nelson and Kelly, the latter was the only member of the board to put himself openly on record as opposed to the passage of the ordinance prior to final settlement of the litigation concerning the validity of the Geary street bonds and the status of the Sutter street corporation.

Another phase of the street railway question was suggested by the board through the adoption of a resolution presented by Supervisor Pugh instructing the city attorney to secure permission from the attorney general and Insurance Commission to allow the removal of the franchises of the United Railroads in portions of Market, Geary and other streets which are alleged to have been forfeited through nonuse. This resolution, similar to those previously introduced by Supervisors Bancroft and Walsh, was based on the recommendations contained in a communication from the attorney general to the mayor, but amounted in reality to nothing more than a change in the method of procedure to be followed in such action.

By a former resolution the board had requested the attorney general to begin such a suit and had ordered the city attorney to assist him.

Webb Defines Attitude

In a letter dated March 23 Attorney General Webb notified the mayor that such procedure would be contrary to the law. After citing the resolutions in question, the attorney general wrote:

"These resolutions seem predicated upon the desire to have the office bring in the name of the state, without the co-operation and aid of the city authorities, the action specified. This is distinctly a municipal matter, and I am quite of the view that the municipal authorities should have control of such cases, and that the same should be prosecuted by your city attorney under the authority of the board of supervisors."

All of the facts which it will be necessary to disclose upon the trial of such cases are within the possession of the municipal authorities, and are best equipped to prosecute such actions to final determination.

At this end, all that will be required from this office is permission to bring and maintain such action, in the name of the state, and this is the course heretofore uniformly followed in like cases.

It seems as if the attorney general, by announcing that he favored the passage of the Pugh resolution, based on this letter of the attorney general, Supervisor Bancroft called attention to the fact that the new resolution was similar to that which he first introduced and suggested that time would have been saved if his resolution had been acted upon. Walsh also referred to the resolution which he had introduced, and added:

"It seems as if the attorney general, by announcing that he favored the passage of the Pugh resolution, based on this letter of the attorney general, Supervisor Bancroft called attention to the fact that the new resolution was similar to that which he first introduced and suggested that time would have been saved if his resolution had been acted upon. Walsh also referred to the resolution which he had introduced, and added:

The Pugh Resolution

The Pugh resolution, which was carried by the full vote of the board, reads as follows:

Whereas, Honorable U. S. Webb, attorney general of the state of California, in a communication addressed to the mayor and board of supervisors, dated the 23rd day of March, 1910, states that such procedure would be contrary to the law, and that the same should be prosecuted by your city attorney under the authority of the board of supervisors;

Resolved, that the city attorney be and is hereby respectfully requested to obtain from the attorney general the necessary permission and to institute at the very earliest possible moment, and with the greatest possible diligence, the action referred to in the resolutions of the board of supervisors, Nos. 5,519 and 5,520, now on file.

Bancroft's amended ordinance to require the United Railroads to operate its Sutter street cars on the inner Market street tracks in the city was introduced prior to the consideration of Pugh's resolution. Bancroft explained that it had been prepared after the opinion of the city attorney had been received and in conformity with the latter's decision that the city had the right to force the United Railroads to furnish such service.

Have Slight Tilt

Bancroft himself moved that the proposed ordinance be submitted to the public utilities committee, explaining that an effort had been made to call a meeting of that committee prior to the board meeting, but that some of the members had failed to arrive in time. "I saw by the papers," remarked Chairman Pugh of the public utilities committee sarcastically, "that you had called a meeting of the committee for 1:30 o'clock today."

"The papers misquoted me," explained Bancroft. "I did not say that I would call a meeting, for I fully appreciate the fact that I have no authority to do so."

"Well, I am glad this is to be referred to the committee," declared Supervisor Nelson, "for it gives me a chance to say something. I have in my hand here what I claim is one of the dirtiest newspapers this city has. I refer to

the Examiner, which, when it comes out with the assertion that any member of this board who does not vote in favor of this resolution is helping himself to be wearing the United Railroads collar."

"I never saw the Examiner come out during the campaign with a single good word for the city, and now it is trying to put the union labor ticket, but now it comes out and attempts to dictate how we are to conduct the administration. I think the people of San Francisco are intelligent, however, to be fooled by the Examiner."

The discussion ended here temporarily, but was renewed at the time the vote was taken on the Pugh resolution. Supervisor Cutler, in forming his majority, explained his vote with the remark: "I hope we'll sometime get a move on."

Pugh Becomes Angry

This angered Supervisor Pugh, chairman of the public utilities committee, who demanded to know to whom Cutler referred as "we." He also declared that he thought the board was acting pretty rapidly, "at least a whole lot faster than the old board"—and said he was tired of having the old board members constantly bringing up matters which the old board itself had never attempted to deal with, and then of being criticized by those same members for not getting quicker results.

"No reflection was meant," responded Cutler. "I included myself when I said 'we,' and my words were spoken more in jest than seriously, but I will say that I am afraid of delay. I am afraid of this putting off and putting off all the time. I fear delay, because I fear it will strangle at the very birth this newborn effort of the city to own and operate its own utilities."

"I would like to answer a question that has been asked several times," declared Bancroft. "I want to explain that the reason I did not urge matters before the old board was that at that time the people had not voted for the Geary street road. At that time, I believe, was the first to suggest the revocation of forfeited franchises, and now I am doing all in my power to have the people's wishes carried out."

It was at this point that Supervisor Kelly referred back to the question of the ordinance to direct the United Railroads to use the inner tracks in Mar-

TEODOR'S TAKES NERVE OF EGYPTIAN NATIONALISM

CAIRO, March 28.—Colonel Roosevelt, in his address at the Egyptian university, said in part:

"No man may reach the front rank who is not intelligent and not trained with intelligence. Mere intelligence itself is worse than useless unless it is guided by an upright heart, with strength and courage behind it. Morality, decency, clean living, courage, manliness and self-respect are more important than mental subtlety. An honest, courageous and farsighted politician is a good thing in any country where his usefulness depends chiefly upon his ability to express the wishes of the population, in which the population forms only a fragment of the leadership, and where the businessman, or the land owner, the engineer, the man of technical knowledge—men of a hundred different pursuits—represent the average type of leadership."

"No people have permanently amounted to anything whose only public leaders were clerks, politicians and lawyers. Remember always that the securing of substantial education, whether by a group of individuals or a people, is attained only by progress as a unit. You can no more make a man really educated by giving him a certain curriculum of studies than you can make a people fit for self-government by giving them a paper constitution. The training of an individual in order to fit him to do good work in the world is a matter of years and the training of a nation to fit itself as a unit to fulfill the duties of self-government is no matter of a decade or two, but of generations."

"Some foolish persons believe that the granting of a paper constitution prefaced by some high sounding declarations, in itself confers the power of self-government. This was never so. Nobody can give a people self-government any more than it is possible to give an individual self-help. You know the old Arab proverb, 'God helps those who help themselves.' In the long

run the only permanent way for the individual to be helped is to help himself.

"This is one of the things your university should inculcate. Man is slow in the growth of character. The final determining factor in the problem with a people—any people possessed of the essential qualities—is to show no haste in grasping power, which it is only too easy to misuse. The slow, steady and resolute development of those substantial qualities—love, justice, fair play, the spirit of self-reliance and moderation—alone will enable a people to govern themselves. In the long, tedious and absolutely essential process, I believe your university takes an important part. Do not forget the old Arab proverb, 'God is with the patient if they know how to wait.' This spirit condemns every lawless act, every envy and hatred, and above all, hatred based on religion or race."

"All good men, all men of every nation whose respect is worth having, were inexpressibly shocked by the assassination of Boutros Pasha. It was a greater calamity to Egypt than a wrong to the individual himself. The type of man that turns assassin is the type possessing all the qualities that alienate him from good citizenship; the type producing poor soldiers in time of war and worse citizens in time of peace. Such persons stand on the pinnacle of evil and infamy. Those apologizing for or condoning his act by word or deed, directly or indirectly, are doing a wrong to the nation in advance and defaming it afterward, occupy the same bad eminence."

"It is of no consequence whether the assassin is Moslem or Christian or with no creed, or whether the crime was committed in political strife or industrial warfare. The rich man's hired act, performed by a poor man, whether committed with the pretense of preserving order or of obtaining liberty, is equally abhorrent in the eyes of all decent men, and in the long run, equally damaging to every cause the assassin professes."

his sympathy on account of the assassination of his father.

DINES WITH PRINCE FOUAD

Tonight the party dined with Prince Fouad, and later occupied a box at an amateur performance for the benefit of the Society for Prevention of Cruelty to Animals and the school for the blind.

Sandwiched between his speeches Colonel Roosevelt received the African gunbearers and tent boy, who arrived en route to Mombasa. They were in gala attire, each wearing a khaki suit. Roosevelt had given them at Khartoum, with bangles on their arms and each carrying a cane.

Kermit showed them the town, giving them a native meal.

Miss Ethel gave a luncheon today in honor of Ed Cunningham of the Smithsonian expedition.

Prepare Reception

NAPLES, March 28.—Great preparations are being made here for the arrival of former President Roosevelt. The government will place a special car at his disposal for his journey throughout the peninsula. It appears that Mr. and Mrs. Roosevelt wish again to take the route taken on their honeymoon.

Alice to Meet Father

WASHINGTON, March 28.—Mrs. Nicholas Longworth will sail with the next few weeks for England, where she will meet Colonel and Mrs. Roosevelt. Mrs. Longworth will remain with her father throughout the remainder of his stay abroad and will return with him in June. Representative Longworth will not accompany her.

Going to Cheyenne

CHEYENNE, Wyo., March 28.—Theodore Roosevelt cables from Cairo to Senator Warren, in reply to a telegram from the Cheyenne frontier committee, that he accepts the invitation to hold the Cheyenne frontier celebration, to be held the last week in August. This means that he will be in Cheyenne before he goes to Denver.

Acknowledges Whisky

LOUISVILLE, Ky., March 28.—Acknowledging the receipt of three gallons of 30 year old Kentucky whisky sent to Africa last fall, General John B. Castleman today received the following letter from United Railroads:

IN THE LADO, Feb. 1, 1910.—Dear Comrade: You're a trump. I heartily appreciate the gift, and still more the thoughtfulness that lies back of it. We have had a great hunt and have shot almost as well as if we were Kentuckians. Faithfully yours, THEODORE ROOSEVELT.

the foregoing requirement said United Railroads may use any tracks existing along the Sutter street and shall by means of switches, turnouts or any extensions of said Sutter street tracks existing in Market street connect said tracks in Sutter street with the said tracks of the United Railroads in Market street nearest the intersection of Market and Sutter streets, and may and shall make and install all necessary wires, poles and overhead construction necessary to permit such continuous operation as aforesaid.

Sec. 2. The work of installing the necessary tracks, switches or overhead or other construction hereby required shall begin with-out delay and thereafter be prosecuted with all possible expedition and without interruption, so that all cars may be operated over said tracks before the 15th day of May, 1910, and thereafter said cars shall be operated as herein provided.

Sec. 3. And for each and every day after said 15th day of May, 1910, the United Railroads shall operate its cars and run its cars as herein provided, unless such failure be caused

by calamity or unavoidable accident, the said United Railroads of San Francisco shall be subject to a penalty of \$100 for each day that the penalties herein provided for may be recovered in an action brought for that purpose in the name of the city and county of San Francisco.

In case the said United Railroads of San Francisco shall fail by the 15th day of May, 1910, to have installed the necessary tracks, switches and overhead or other construction hereby required, then the franchise of said United Railroads of San Francisco to run its cars upon Sutter street, as derived under order 1525 of the board of supervisors, approved November 14, 1879, and all rights thereunder shall cease and be forfeited.

Sec. 4. The city attorney is hereby authorized to institute all proceedings that may be necessary to enforce the provisions of this ordinance, and to take such further directions from this board.

Sec. 5. This ordinance shall take effect immediately.

Bancroft Resolution

The text of the Bancroft resolution was as follows:

Ordinance Directing and Requiring All Cars of the United Railroads of San Francisco Running in Sutter Street to Be Run by the City of San Francisco From the City Front Back to Sutter Street.

Be it ordained by the People of the City and County of San Francisco as follows:

Section 1. The United Railroads of San Francisco is hereby directed and required to run all its passenger cars that are or may be run by it in Sutter street to the present eastern terminus of the Sutter street car line now operated by said United Railroads of San Francisco, being a point near the intersection of Sutter street with Sansome street, from said terminus to the city front, over the tracks of said United Railroads of San Francisco, Market street, being the tracks now existing on said Market street nearest the center line thereof.

Ordinance of this ordinance is to secure a full enjoyment and enforcement of the franchise granted by order 1525 of the board of supervisors approved November 14, 1879.

For the purpose of enabling said United Railroads to comply with

EXPOSITION PLANS HERE AT BANQUET

Committee to Discuss Details at Dinner Given Franklin K. Lane

Suggestion Made for Establishment of a "Negro Department" at Big Festival

In connection with the plans of the directing committee of the Panama-Pacific international exposition company the luncheon to be given by that committee at the St. Francis hotel at noon today with Interstate Commerce Commissioner Franklin K. Lane the guest of honor promises to be the forerunner of the selection of a strong delegation to go to Washington and place the claims of San Francisco before congress.

Lane, having recently left the capital, and journeying west by way of the southern states, is in a position to give the committee much valuable advice relative to the exposition situation both in Washington and in that section of the country which beholds West Coast men in its fight for Panama canal exposition honors. Plans will be outlined at this luncheon which will be taken up in committee meeting toward the appointment of a representative body of San Francisco businessmen to go before President Taft and the national legislature to contend that San Francisco is the logical site for the 1915 celebration.

Governor Gillett, William R. Wheeler, William L. Gerstle and Justice Frederick W. Henshaw will also be guests of the directing committee at the luncheon. The personnel of those who will attend is:

John Barneson
John A. Britton
Frank L. Brown
P. T. Clay
J. H. Crothers
Henry Fortman
A. W. Foster
R. H. Hale
W. Helman Jr.
S. Fred Hogue
S. W. Hornick
Hon. S. King
P. H. McCarthy

James McNaughton
Thorwell Mullally
W. H. O'Connell
A. W. Scott Jr.
Henry T. Scott
R. J. Tausig
William L. Gerstle
W. Helman Jr.
E. Frederick W. Henshaw
Governor J. G. Gillett
Franklin K. Lane

Among the many suggestions made to the exposition company was one that calls for the establishment of a "negro department," for the American negro people, to be planned and constructed by negro architects and mechanics, and containing exhibits from negroes from every state and territory. Both of the letters come from Los Angeles, one being written by the secretary of the Forum, a negro organization devoted to the cause of good government and the moral and material advancement of Afro-Americans.

Compromise Is Suggested

[Special Dispatch to The Call]

LOS ANGELES, March 28.—An international exposition at San Francisco, a state exposition at San Diego, in celebration of the completion of the Panama canal, San Diego to waive claim to a federal appropriation and San Francisco to concede half the state appropriation to San Diego—this in brief is the action of the commercial bodies of Los Angeles and this, they state, is their attitude as regards the proposed exposition.

The chamber of commerce, the Merchants' and Manufacturers' association and the Los Angeles realty board, through a joint committee today, unanimously adopted the foregoing declaration of the chamber of commerce, in a second resolution, virtually announcing its support of San Francisco's claims for the great exposition—something the local chamber had not done until today.

The meeting of representatives of the three organizations followed an attempt of Max Myberg, vice chairman of the recent conference at Santa Barbara, to bring San Diego to terms. Myberg declined to discuss the public San Diego's proposition, but stated that the action of the joint committee in Los Angeles today is the final word so far as local organizations are concerned.

The joint resolution, after paying a compliment to San Diego's enterprise, proceeds as follows:

"That San Diego shall surrender all claims to federal appropriation, and that San Francisco shall be bound to advise and uphold both expositions."

"That if San Diego and San Francisco accept these recommendations the respective commercial bodies pledge their hearty support."

The chamber of commerce in a separate resolution admits that San Francisco is the logical place for holding an international exposition. The chamber of commerce resolution states that it is not probable two federal appropriations would be made for expositions in this state and expresses the belief that federal aid will be lost unless an agreement is reached. The resolution continues:

Resolved, that in our opinion San Francisco is the logical place for an international exposition by reason of the large population, of which it is the center, and the extensive capital resources and command necessary to make it a complete success. But in this connection we desire to express our hearty approval of the efforts of San Diego and pledge to that city, subject to the terms of the compromise here suggested, our unstinted support and co-operation.

by calamity or unavoidable accident, the said United Railroads of San Francisco shall be subject to a penalty of \$100 for each day that the penalties herein provided for may be recovered in an action brought for that purpose in the name of the city and county of San Francisco.

In case the said United Railroads of San Francisco shall fail by the 15th day of May, 1910, to have installed the necessary tracks, switches and overhead or other construction hereby required, then the franchise of said United Railroads of San Francisco to run its cars upon Sutter street, as derived under order 1525 of the board of supervisors, approved November 14, 1879, and all rights thereunder shall cease and be forfeited.

Sec. 4. The city attorney is hereby authorized to institute all proceedings that may be necessary to enforce the provisions of this ordinance, and to take such further directions from this board.

Sec. 5. This ordinance shall take effect immediately.

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