

The San Francisco Call

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CHARLES W. HORNICK... General Manager
ERNEST S. SIMPSON... Managing Editor

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WHAT did Roosevelt say to Pinchot? This is the question that every man in America is asking. Speculation as to the attitude that Roosevelt might or would assume on his return to this continent has been rife for months.

While it lasted this chorus was strident although obviously well concerted. But it always seemed to carry the suggestion that it was meant rather for advice than prophecy. If one may judge from the recent decline in the volume of these advisory forecasts, a certain sense of despair appears to have hit the industry of political prognosis in this regard, and the prophets have begun to ask themselves, What's the use?

Because, whether well founded or ill founded, the impression has gathered force among the well informed that any alliance between Roosevelt and the standpaters representing "the interests" was impossible. Roosevelt is not the kind of man who changes his mind when he crosses the seas. He is always the same Roosevelt.

Why did he send for Pinchot? It is inconceivable that the former chief forester made his European journey except by invitation from the traveler. We all know what sort of picture of the condition of American politics Pinchot is certain to paint for the enlightenment of his friend.

Oh, but the standpaters urge, Roosevelt is responsible for Taft and made him president. In a sense that is true, but the responsibility ceases at once when Mr. Taft engages in a foolish alliance with Roosevelt's lifelong enemies, who are likewise the enemies of the American people.

The situation is critical. Roosevelt comes back not to ask favors, but to impose conditions, and his leadership is badly needed by the plain people, the rank and file of the republican party, who are resolved to destroy the domination of congress by "the interests."

SOME person interested in buying a railroad cheap is busy misrepresenting the financial and physical condition of the Ocean Shore railroad, and in pursuance of that purpose he has been able to impose on a local contemporary. A professed account of expenditures made and results accomplished is published in a wholly misleading fashion calculated to impair the market value of the property and convey the impression that money was wasted in construction.

It is quite true that the Ocean Shore was an expensive road to construct and this was due to the difficult nature of the territory traversed. At that, and considering what was accomplished, the cost at \$109,000 a mile does not appear to be excessive. It is claimed that the Yosemite railway of recent construction cost \$116,000 a mile and the Northwestern Pacific, which, like the Ocean Shore, is a coast range railway, has proved to be the most expensive piece of construction ever undertaken in this state. The figures for this road are estimated at \$128,000 a mile.

The Call does not vouch for any of these estimates, but as far as they go they fail to sustain the charge that there has been waste of money in building the Ocean Shore.

With regard to the value of the road as a going concern it is pertinent to quote from the report of J. G. White & Co., as follows:

There can be no doubt that the earnings will continue to increase steadily, and we look to see this railway develop to a point where the traffic will be very great. We may predict the need of double tracking to Halfmoon bay when the suburban passenger and garden truck freight business develops to the point we have reason to expect. At such time it may be desirable to electrify this section of the road for passenger business.

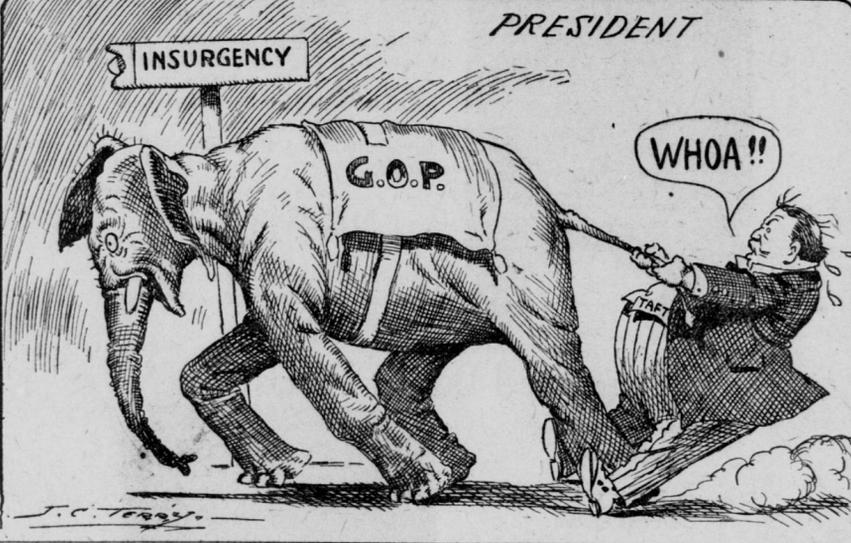
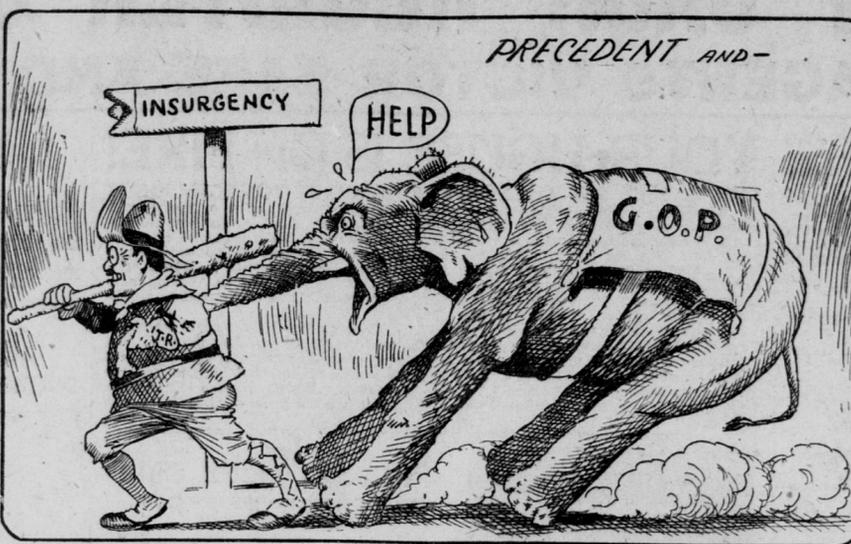
To repeat what we have said many times in this report, the location of the road, leading directly into a growing city of the size of San Francisco and its suburbs, is strongly in its favor, and with the attractions at Santa Cruz and development which we believe will take place along the line, this piece of road should eventually earn large returns per mile of track.

It need only be added that the Ocean Shore terminal franchises in this city exceed in value those of any other railway terminating in San Francisco.

VICE PRESIDENT SCHWERIN, speaking on behalf of the Pacific Mail steamship company, resorts to the customary device of the man in a tight corner. Having no reasonable answer nor excuse to make, he takes the discreditable alternative of charging his antagonist with being actuated by "ulterior motives."

Accepting Mr. Schwerin's sense of the words he uses, it is a

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disreputable line of argument. When a man in responsible place makes a charge of dishonest, corrupt or vicious motives he should be prepared to support it by facts.

The Call quite understands that Mr. Schwerin is in a hard place. He holds his job on condition that he can shut off water competition on the Panama route with the overland railroads, and he fulfills this function with ability, but not without some friction, which he finds annoying.

To be sure, we know that Mr. Schwerin protests he is a free agent in the management of the Pacific Mail business, but the vice president of the corporation knows his master's crib, and the inevitable deduction from the results he accomplishes is that he contrives to hold a naturally competitive route to a condition of innocuous desuetude so as to do the least possible injury to the overland roads.

Secretary Dickinson of the war department takes no orders from Judge Lovett, but we find him working to the same goal with Mr. Schwerin by refusing facilities for competition. Now what earthly difference does it make to Pacific coast commerce whether this policy of the war department and of the Pacific Mail has exterior—not ulterior—inspiration or not? The result of the coincidence is to shut off competition by an important water route.

DISCUSSING the location of the national exposition to be held in celebration of the completion of the Panama canal, the New York Sun favors New Orleans for the remarkable and unexpected reason that if the city "has nothing else to fall back upon so much the more need for an artificial stimulus."

This extraordinary conclusion is based on the letter of a New Orleans correspondent, who described "the unpaved streets, the foul gutters, loss of cotton trade, the oppressive taxation" and the general dilapidation. The writer wondered why a city in such plight should wish for the exposition.

The Sun editorially admits the general truth of this indictment and makes the following characteristic reply:

The answer to all this seems obvious. For a city so situated, what is there but the great tumult and incidental expenditure—by the United States treasury—of an exposition or a show of any kind? The Sun has already referred to the Panama exposition, and asked, "Why not New Orleans?" Every argument the correspondent in question has advanced is in effect an argument for New Orleans. If it has nothing else to fall back upon, so much the more need for an artificial stimulus.

It is not worth while to speculate whether this topsy turvy reasoning is seriously meant or is merely a humorous view of the functions of the national government. New Orleans is suffering from malodorous dilapidation. It is badly in need of alms, and so the nation should invite the world to come and inspect its sores.

Note and Comment

If you don't want to be censored, be censured.

Washington is busy deciphering the cryptogram, "Hello, Gifford."

The most culpable thing about the barefoot dancers is that they are so barefaced.

The cry of the watchman on the stock exchange: "Twelve o'clock and oil's well."

If the United Railroads gets the outside track permit it will show that it is on the inside.

Representative Smith of California has joined the insurgents—and election day is coming.

There seems to be one species of tiger which Colonel Roosevelt will not add to his collection—the Monte Carlo genus.

The housewife who wins The Call's "Raisin day bread" cup will not be so fortunate as the judges in the contest—they can eat the bread.

Taft is testy with those republicans who are responsible for democratic victories. He'd better get after Cannon, Aldrich and Payne—they made the tariff.

The dispatches say "Crape is ordered for the democratic anti-direct primary scheme." Why order it? Aren't there remnants enough left over from other democratic demonstrations?

Answers to Queries

SUMPTUARY—F. H. G., San Leandro. What is summary legislation?

Sumptuary laws were those designed to repress and moderate the expenses of private citizens. They were common in early times. In kingdoms they had their origin in the idea that the king had absolute power over his subjects; in republics they seem to have been designed to prevent the formation of a privileged class. In modern times the strong sentiment of individual liberty has prevented the adoption of such laws, but governments have endeavored to some extent to repress the use of luxuries by levying taxes thereon.

RIGHT TO VOTE—G. W. D., City. Five years ago I declared my intention to become a citizen of the United States. Have been away from the city for three years. Can I vote at the next primary if I obtain my final papers now? To whom shall I apply for such papers?

If you have resided continuously in the United States for five years and one year of that time next preceding the date of application for papers in the state in which you make application, you will obtain the papers, provided your answers to final examination are satisfactory. If you obtain them now you will have time to register and vote. Call at the naturalization bureau, postoffice building.

PITCH—S. M., Fort Bragg. What will remove pitch stains from a black silk skirt? The following is given as a method: When pitch on cloth fabrics shall have become dry it should be softened with a little butter or lard before using turpentine and soap. A simple way is to soak the spotted part in turpentine when softened to wash it in the same fluid. After the washing the spot should be rubbed with alcohol applied with a clean sponge, else a resinous spot will remain on the goods. The goods should then be wiped as dry as possible and allowed to dry in the open air.

RESTRICTIONS, Mrs. B., Berkeley. Can restrictions as to the cost of buildings, mentioned in the deed, be enforced? If so, how? Can they be enforced, as they are in the nature of a contract. To ascertain how consult a reputable attorney.

HERO FUND—D. J. B., Napa. What is the address of the secretary of the Carnegie hero fund?

M. F. Wilnot, secretary, Pittsburgh, Pa.

RAISINS—W. G. E., City. What kinds of grapes are used for raisins? Several varieties of grapes are used for making raisins, but chiefly the muscat.

NAVARRÉ—A. S., Hollister. What is the correct pronunciation of "Navarre," a province in Spain?

Na-var with the sound of "a" in the second syllable as in father.

OSCAR WILDE—A. C. R., City. Is Oscar Wilde the writer, living or dead? If dead, when he died?

Wilde died in Paris in 1900.

Letters From the People

SUGGESTS PRISON REFORM
BENICIA, Cal., April 11, 1910.
Editor Call—Dear sir: Apropos of the wanton shooting of the unfortunate prisoner, Collins, a humane person is prompted to ask why such guards should not be punished. A man who breaks the law is imprisoned and punished according to law, but why should he be insulted and harassed by his keepers, who no doubt draw a good salary for taking care of him?

A man who strikes an unfortunate prisoner without cause and calls him a disgraceful name is a Simon Legree, that night, if occasion offered, fill a place in some of the prisons. In conclusion I would suggest an inspection of all the prisons and learn—even on the word of a convict, they sometimes tell the truth—the character and conduct of those guards, and the substitution of humane and decent men in the place of brutes.

"Rattle his bones over the stones, He's only a convict. Whom nobody owns."
Respectfully, MRS. J. REGAN.

BRIDES ELECT FETED GUESTS

Wedding of Miss Scott To Almer Newhall Will Be Event of Month

THE entertainment of brides elect and the gossip of April weddings has eclipsed almost every other social interest for the week. One of the most feted of the brides to be is Miss Anna Nicholson Scott, the fiancée of Almer Mayo Newhall, and the wedding will be an event of the month. Next Friday the popular girl will be the feted guest at an elaborate luncheon to be given by Mrs. William Mayor Newhall, and the younger girls are giving several small affairs in compliment to Miss Scott.

The wedding of Miss Zella Lee Gibson and Dr. Henry Mathew Elberg is one of the next on the social tapis, and is scheduled for Wednesday, April 20, at "Roselawn," the home of the bride elect. There will be a large contingent from town at the interesting affair, and among those in the bridal party will be Mrs. Walter Greer, who will be matron of honor, and Miss Florence Braverman and Miss Kathleen Farrell, who will be bridesmaids. Edward Elberg will attend as best man. There will be a large reception, and several hundred guests have been invited.

Among the girls who attended the wedding of Miss Jean Tyson and Harry Weihe in Alameda yesterday were Miss Ila Sonntag, Miss Miriam McNear and Miss Metha McMahan. The bride was attended by her sister, Miss Marie Louise Tyson, as maid of honor, and the trio mentioned, with Miss Roberta Haslett, were bridesmaids. Arthur Hooper was best man. There was an elaborate reception. The couple will return from their honeymoon to reside in Alameda. They are both well known here, and the bridegroom is the son of Mrs. August Weihe of this city. Since the announcement of their engagement several months ago the couple have been feted extensively by the younger set.

Mr. and Mrs. Ralston White, who was Miss Ruth Boericke, are enjoying their honeymoon at Long Beach, and will travel leisurely through the southern part of the state before their return to town.

The bridge party to be given tomorrow afternoon by Mrs. Harry Bates and Miss Edith Bull will be one of the notable affairs of the week, and will bring together a number of old friends for an hour at cards. There will be tea afterward for an additional score of guests.

Mrs. Frederick N. Woods and her daughter, Miss Lottie Woods, are in San Jose at their country home, where they will remain for several days. Miss Maude Woods and Miss Dorothy Woods remained at the family home in California street, but will enjoy a sojourn at the ranch later in the summer.

Mr. and Mrs. Josiah R. Howell are in town again and are staying at the Fairmont after an outing at Del Monte.

Knox Maddox entertained less than a dozen friends last evening at an informal dinner party at the St. Francis.

Mrs. Eleanor Hyde Smith sailed yesterday on the Siberia for Honolulu, and a number of friends were at the dock to say au revoir. Mrs. Hyde Smith is going to Honolulu, where she will be the guest of her daughter, Mrs. Harold Dillingham. She will be extensively entertained during her visit.

Rev. Father W. J. Butler and Rev. Father W. J. Cantwell of this city left New York this week for Europe, where they will travel for several months.

Mr. and Mrs. Horace D. Pillsbury have returned to town after a motor trip to Del Monte, where they enjoyed several days' golfing with Ward Baron, Miss Genevieve Harvey and others.

Mrs. William Thane entertained 10 or 12 guests yesterday afternoon at an informal tea given at the Palace, while another tea party of the day was given by Mrs. William A. Drennan for a score of friends at the same hotel.

The departure of Mrs. Wellington Gregg with her daughters, Miss Enid Gregg and Miss Ethel Gregg, this week was regretted by their friends. There was a large delegation at the depot to wish the travelers bon voyage. They were accompanied by Miss Elyse Schultz, who is going abroad with them for the summer.

Mrs. William Cluff was hostess at an informal luncheon given yesterday at the Palace, but returned to her country home at Menlo. Among others who entertained guests at luncheon yesterday were Mr. and Mrs. Remi P. Schwerin and Mr. and Mrs. William Mayo Newhall.

Marshall Hale is able to be out again and is receiving the congratulations of his friends upon his recovery from his recent illness.

OLD GAG GETS EASY 'COME-ON'

Railroadman Anxious To Peddle "1909" Lincoln Penny for \$5 Bill

"We will pay \$5 for 1909 Lincoln pennies." It's an old one brought nearly up to date, but H. R. Higgins, commercial agent of the Southern railway, soiled three evening dress shirts that he intended using while in Oroville in an attempt to earn the "five spot."

Higgins, C. Benj. Condon, general agent of the Hawley lines, and J. R. Holcomb, general agent of the Kansas City, Mexico and Orient, journeyed to Oroville last Thursday in an effort to wrest from the Western Pacific large freight contracts. Adjoining the office of the hotel is a firehouse—a place where liquids can be procured—and after the long and tedious journey from this city they adjourned to the firehouse.

Holcomb wandered around the spacious room and let his eyes wander to the walls, where he spied the notice, "We will pay \$5 for 1909 Lincoln pennies."

"Did you see this, Higgins?" he asked. "No. What?" "Cast your eyes at the sign on the wall."

Higgins did so, and then hurriedly opened his suit case and, throwing his wardrobe about the room, soiling the evening dress shirts, dug deep into the portmanteau.

"What are you looking for?" asked C. Benj. Condon. "Why, I have one of them in here," was the reply.

"After a thorough search he found a Lincoln penny dated 1909 and presented it to the man behind the counter. "Does that sign go?" he asked the man.

"Sure," was the reply. "What is the date on you are," showing the coin across the hardwood. "That's all right," said the man; "but you'll have to get 1908 more of them."

John H. McLean, superintendent of the northern division of the Northwestern Pacific, with headquarters at Albion, was in the city for several days last week on a business trip. He returned Sunday on the steamer Pomo.

Epes Randolph, president of the Southern Pacific of Mexico, is in the city.

English and Canadian interests, which recently have made large purchases of the stock of the Rock Island company, obtained representation on the board of directors of the company yesterday at New York through the election of F. Pearson and Percival Farquhar as directors. These were chosen in place of G. T. Boggs and R. L. Skofield, resigned. E. B. Kenna was elected a director of the Chicago, Rock Island and Pacific railway company, to succeed H. S. Case.

The annual meeting of the stockholders of the Pittsburg, Cincinnati, Chicago and St. Louis railway (the Panhandle) was held at Pittsburg yesterday. The report for the year 1909 was submitted, the results showing the net operating revenue for 1665 miles of railroad to be \$10,033,115, an increase of \$1,593,759.78 over the previous year.

The total tonnage on all lines increased 6,417,845 tons over 1908, and the total number of passengers increased 51,657.

The report shows that the net income was sufficient to provide for a dividend of 5 per cent on the preferred and 4 1/2 per cent on the common stock.

A large number of the passengers from the railroad offices in this city are in Fresno attending the meetings of the Raisin day committee.

Zac T. George, general agent of the Washash, received a wire Monday from St. Louis to the effect that George Chenet, a prominent sporting man of that city, had arranged for a special train from that city to San Francisco for the Jeffries-Johnson pugilistic event. One hundred \$35 tickets have already been ordered for the party and it is possible that another 50 will be asked for. The special is to come via the Washash and the Union Pacific.

J. P. O'Brien, vice president and general manager; W. W. Cotton, general attorney; and George W. Boschke, chief engineer, all of the Oregon railroad and navigation company, are in the city to attend an important conference with Judge Robert S. Lovett, president of the system.

R. A. Murray, connected with the local office of the Great Northern, has been appointed city passenger agent in this city.

Judge Robert S. Lovett, president of the Harriman roads, will not go to Eureka this trip. He made that statement yesterday, but followed it with the statement that he would visit that city during the coming summer, when he will visit San Francisco again. He and his party will journey over the Northwestern Pacific Thursday, probably returning in time to leave for the east the same evening.

G. F. Richardson, superintendent of transportation of the Southern Pacific, who left several weeks ago to attend the merger hearing as a witness, returned yesterday morning.

George J. Bradley, formerly agent of the Southern railway in this city, but now traffic manager for the Sacramento Merchants' and Manufacturers' association, was in the city yesterday on his way to Los Angeles, where he will attend the session of the railroad commission during the hearing of the complaint of the associated jobbers of that city against the Southern Pacific.

PERSONS IN THE NEWS.

A. A. YOUNG, a capitalist of Honolulu, is staying at the Stewart with Mrs. Young. They are visiting Dr. and Mrs. Joseph L. Howard of this city. A. A. Young is Doctor Howard's brother in law.

ABNER WEED, an owner of timber lands at Dunsuir; Henry G. Turner, a businessman of Modesto, and C. H. Baker of Watsonville are among the recent arrivals at the Argonaut.

MARION DE VRIES, the newly appointed member of the customs court, returned yesterday from a trip to Stockton, his old home, and is at the St. Francis.

RALPH E. WILCOX of Stockton, W. W. Ewing of Honolulu and Mr. and Mrs. G. M. Merritt of Woodland make up a group of guests staying at the Manx.

JACOB MORTENSON of Oak Park, Ill., is at the Palace with his family. Mortenson has large timber interests in this state.

IRA AND MRS. BAMBERGER of New York have apartments at the St. Francis. Bamberger is an attorney.

J. C. COHN, a theatrical man of Honolulu, is staying at the Stewart.

K. KIBE of Tokyo, is at the Fairmont on his way to New York.

THEODORE SUMMERLAND, a railroad commissioner of Los Angeles, is among the recent arrivals at the Palace.

JOHN W. CONSIDINE, head of an amusement circuit in the northwest, is a guest at the St. Francis.

GAY LOMBARD, a wheat and wool grower of Oregon, is at the St. Francis with his family.

FERNANDO RODRIGUEZ, an office merchant of Buenos Ayres, is a guest at the Fairmont.

JOHN TWOHY, a railroad contractor of Spokane, is at the Palace with Mrs. Twohy.

BARON KARL HENKEL, a manufacturer of Rhine wines, is at the St. Francis.

RUDOLPH J. BUCKLEY, a plaster of Honolulu, is at the Palace with Mrs. Buckley.

SILVA HEIMANN, a distiller of Chicago, is at the St. Francis with Mrs. Heimann.

GEORGE W. STEINMETZ of Philadelphia is at the Fairmont with Mrs. Steinmetz.

H. T. BRADON, a mining man of Goldfield, is registered at the St. Francis.

G. CASEY, a capitalist of Butte, is staying at the Palace with Mrs. Casey.