

The San Francisco Call

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EVERY citizen of San Francisco should take a personal interest in the forthcoming sale of bonds for the construction of the Geary street railway.

Geary Street Bonds a Good Investment

enterprise, and by its results very largely the city will be judged. In a municipal sense we have undertaken an experiment new to this country.

It is perhaps unfortunate that the denominations of the bonds are so large, but that objection may be overcome by combination in groups of subscribers.

There is much rejoicing in the Examiner and in the Chronicle offices because the petty bosses in the New York legislature were strong enough to defeat the direct primary bill that Governor Hughes propounded and Theodore Roosevelt urged for enactment.

Why the Examiner and Chronicle Rejoice

The Examiner is unable to see anything more in the defeat of the direct primary bill than a petty struggle for party control. In the Hearst view there is nothing in the world so important as ward politics, and the defeat of the direct primary has no other significance than peddling peanuts.

The Chronicle, like the Examiner, is rejoiced at the failure of the direct primary bill in New York and congratulates the legislature because it did not act "prematurely."

Of course, the defeat in New York is merely temporary. The direct primary has come to stay and it will shortly be made universal in spite of the ward politicians and the peanut peddlers.

Extensions of the Fuel Oil Market

EXTENSIVE use of California crude oil for fuel has begun in the Panama canal zone. The government engineers in charge of construction began experimenting with oil burners in 1908, and now all the stationary boilers on the Pacific coast end of the work are operated with oil, as well as twelve locomotives on the railroad.

New markets for fuel oil are constantly opened. The other day an American owned steam yacht built in England with turbine engines operated by fuel oil dropped in New York harbor.

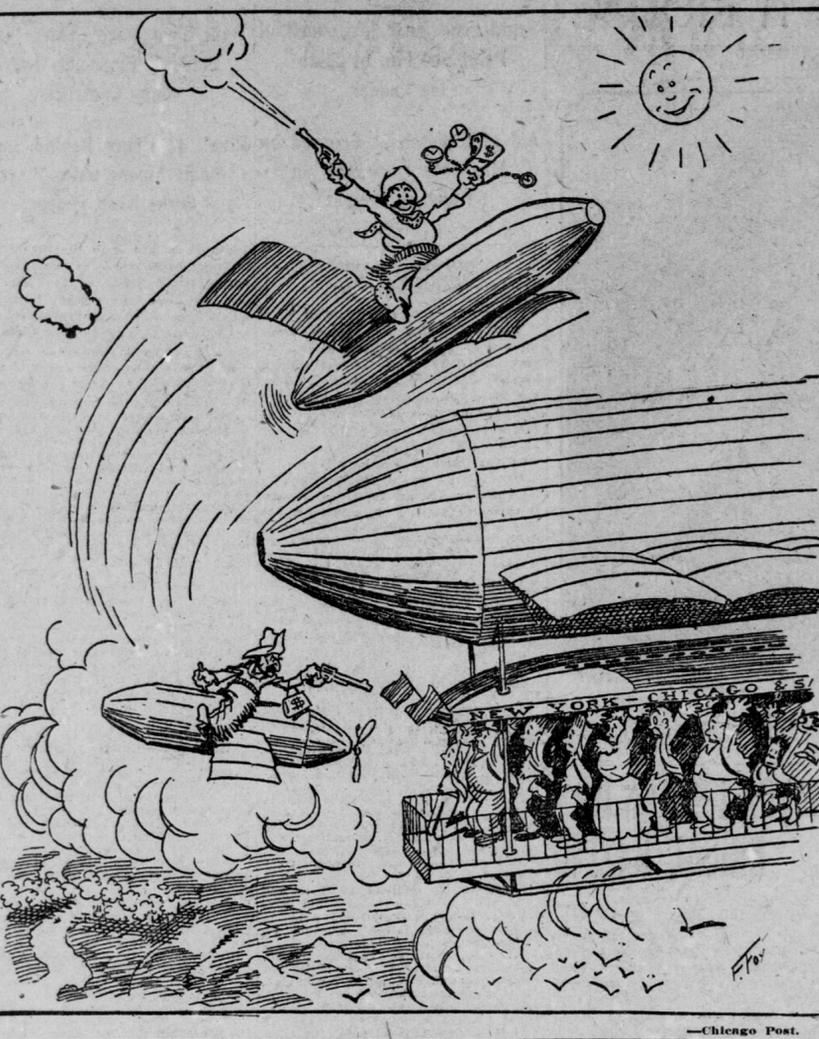
The enormous advantage of oil as compared with coal for operation of steamships lies in economy of stoking. The gain in this respect is so great that all steamships in touch with oil markets and a reliable supply will be compelled by commercial necessity to use the new fuel.

The Case for the Automobile

THAT grotesque busybody, Chancellor Day of the Syracuse university, has discovered a new peril that menaces the American home. It is the automobile. Now, it is not because the machine sometimes plays juggernaut and on occasion goes where it should not that Doctor Day is filled with a noisy alarm.

Interest takes the place of bank deposits; accidents, repairs and running expenses displace many of the little comforts of the home, the shop is neglected and the position is lost.

The Jesse James of the Near Future



—Chicago Post.

RAILWAYMEN ARE NOT FIGHT FANS

Few Express Opinions as to Outcome of the Big Battle at Reno

OUTSIDE of the passenger department of the Southern Pacific company the interest in the prize fight between Jeffries and Johnson along railroad row is not very keen.

For instance, H. K. Gregory, assistant general passenger agent of the Santa Fe, had really forgotten that there was to be a fight.

The nomination of Joseph C. Sibley for congress at the Pennsylvania primaries cost the candidate \$41,000. This is more than five times as much as the annual salary of the office, whose term is two years.

Flagrant Case of Election Bribery

The unique Joseph C. Sibley of Pennsylvania, who has belonged to all parties with distinguished credit to none, has appeared in politics again as a candidate for congress.

Pennsylvania is accustomed and perhaps hardened to political scandals. The tradition of Quay is carried on manfully by Penrose, and it may be that the people of that commonwealth would rather sell their votes than behave like honest citizens.

Nevertheless the time is coming even in Pennsylvania when expenditures like those admitted by Sibley will be made a criminal offense.

New States With a Great Future

TWO commonwealths of arid America are about to be added to the company of states in the union. New Mexico and Arizona are dependent for a living on irrigation, and, like Egypt in Africa, they were the earliest home of civilization on this continent.

Of course, the mines of New Mexico and Arizona are important, and in the latter case the most important source of present wealth, but their output is more or less transitory.

It has been announced at Cincinnati that W. A. Beckler has been appointed general passenger agent of the Queen and Crescent route and the Alabama Great Southern railroad to succeed the late W. C. Rinearson.

THE PASSING OF WHISKYTOWN

By ARTHUR L. PRICE

"A woman prohibition worker who has just been through Shasta county complains that the names of certain places, such as 'Whiskytown' and 'Brandy Gulch,' are too suggestive and should be changed."

O Whiskytown, O Whiskytown, we once approved your name. We thought it quite naive and right, it heralded your fame!

O Whiskytown, O Whiskytown, when first we were acquaint Your bar was fair and debonair with every sort of "paint."

O Whiskytown, O Whiskytown, is this what we shall hear: "Come, have an ice cream soda, Jake, and mine shall be root beer."

THE SMART SET

THE five young bachelors whose home was burned a few weeks ago are the heroes of the hour, and if they were conscious of the plaudits heaped on all sides they might not ever attempt to collect their insurance from the company with which they are having the most unpleasant difficulties.

During the excitement of the fire the bachelors' gallantry, solicitude and heroism were remarked by every one. So busy were they saving the property of Mrs. Hunt and Mrs. O'Kane in adjoining apartments that their own things were sacrificed.

One young man who resided in the building was out of town, but his personal belongings were not forgotten by his near by friends.

Miss Marie Lundeen, the fiancee of Lieutenant Edward E. Pritchett, U. S. A., is a popular guest these days in the army set.

The engagement of Miss Jennie Lee and Ensign Albert Reis of the navy is contradicted by the young southern girl despite the social gossip on the subject.

Henry Bond Restarick, bishop of the Hawaiian islands, and Mrs. Restarick have announced the engagement of their daughter, Miss Constance Restarick, to Paul Withington, son of Mr. and Mrs. D. L. Withington of Honolulu.

W. R. Scott, assistant general manager of the Southern Pacific, announced the appointment of R. L. Ruby of Galveston to be assistant superintendent of transportation with office in this city.

The Western Pacific has purchased 12 of the magnificent observation cars which the Pennsylvania has been compelled to discard on its subway trains by the New York laws.

The government's suit to dissolve the Union Pacific and Standard Pacific merger will, according to local officials, soon be set for final argument before the United States circuit court at Salt Lake City.

J. W. Phalen, traveling freight and passenger agent of the Great Northern, with headquarters at Los Angeles, was in the city yesterday.

R. C. Nichol has been appointed general agent of the Denver and Rio Grande, with offices in New York.

The Harriman line passenger officials will wind up their business today and start on a trip around California. They will visit Paso Robles, Santa Cruz big trees, Los Gatos, Stanford university and then take a trip over the Peninsular railway.

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R. E. COLLINS, a member of the state board of equalization, and T. M. Eby, secretary of the board, are guests at the Stewart.

A. F. STATTNER, a customs official of the United States, with jurisdiction over the Pacific coast, is at the St. Francis.

PERSONS IN THE NEWS

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A. F. STATTNER, a customs official of the United States, with jurisdiction over the Pacific coast, is at the St. Francis.
C. J. COBURN and H. V. Falowner, businessmen of Peacodan, are among the recent arrivals at the Argonaut.
A. BRADY, claims agent of the Rock Island railroad at El Reno, Okla., is at the Palace with his family.
HARRY H. EATON, a real estate operator from Klamath Falls, is registered at the Argonaut.
E. C. VAN BUREN JR., businessman of Fresno, is at the Palace with Mrs. Van Buren.
E. L. BAILEY has been appointed a bank examiner with the state department of banks.
E. R. ELDREDGE, an iron manufacturer of Portland, is registered at the Palace.
M. C. BENNETT, a stove manufacturer of Chicago, is registered at the Palace.
MR. AND MRS. GAY LOMBARD of Portland have apartments at the St. Francis.
R. J. PRINCE, a manufacturer of shoes at Portland, is registered at the Stewart.
J. W. GREEN and A. J. Kaiser, bankers from New York, are at the Colonial.
EDWARD JUSSEN, a mining man of Blair, Nev., is at the St. Francis.
R. W. ORAHAM of Fresno, an oil operator, is staying at the St. Francis.
R. L. PATTERSON and Mrs. Patterson of Colinga are at the St. James.
C. S. HUBBARD, a wholesale druggist from Los Angeles, is at the Turpin.
A. F. STATTNER, a customs official of the United States, with jurisdiction over the Pacific coast, is at the St. Francis.
BEN E. CROUCH of Chico and L. E. Hill of Chicago are among the recent arrivals at the Manx.
E. A. HUBBARD, a commercial man from Port land, is at the Belmont.
HARRY RANDOLPH STOCKER of Arcadia is a guest at the St. Francis.
JOHN McDONALD, a businessman of Sydney, N. S. W., is at the Palace.
M. C. EDWARDS, a lumberman of El Paso, is staying at the Palace.
HUGO JOHNSTONE of Los Angeles is registered at the Fairmont.
J. E. RICHIE and Mrs. Richie of Missouri are at the Normandie.
J. H. PRINCE, a hotelman from Brentwood, is at the Stanford.
C. A. MARTIN, a mining man of Shonors, is at the Stanford.
R. B. BARCROFT, a merchant from Merced, is at the Dale.
MAX MILLER, a merchant from Chicago, is at the Turpin.
MR. HESSELSBERGER of Los Angeles is at the St. James.
W. L. TIBBETTS of Mobile is staying at the Fairmont.
E. BRACKETT, an oilman from Taft, is at the Belmont.