

The San Francisco Call

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SENATOR PERKINS has put Secretary Meyer on the carpet in relation to the furious bombardment and destruction of the former battleship Texas. The senator does not positively condemn the secretary's policy, but being a mild mannered man, asks the ruler of Uncle Sam's navy to show cause. Among other allegations in the line of pleas for mercy in behalf of the Texas, it is noted that the ship cost \$4,000,000 to build and equip, the implication of course being that if it cost so much to construct it must be worth something like that sum today.

As a matter of fact, there is no ground nor support for this inference. Before it was shot up the Texas was junk and nothing better. Offered for sale it would sell for about the value of its scrap iron. In that sense it is worth about as much today as it was a month ago, always supposing it can be floated.

The Texas was one of an obsolete class of ships common in all the navies. The British admiralty some years ago began retiring these obsolete ships and offering them for sale at any price the junk dealers chose to offer. These prices were trifling as compared with the original cost of the ships, but it was considered better policy to get rid of them than to keep on spending large sums on repairs of vessels that could never be brought up to modern standards of naval efficiency.

The United States navy department under Meyer has recently followed the British example in this regard, and in the last six months a collection of obsolete ships has been sold for any price they would bring. These prices ran anywhere from \$5,000 to \$20,000 for ships that cost, some of them, more than \$1,000,000 to build. Experience had shown that the cost of repairs was enormous and the results quite inadequate. It was decided to be more economical, to spend the money on new ships of the latest type, and such, no doubt, will be Secretary Meyer's excuse for using the Texas as a target.

A CORRESPONDENT who is interested in the results likely to follow the holding of the Panama-Pacific exposition in San Francisco writes to The Call and makes this inquiry:

What about M. H. de Young's statement before the Downtown association yesterday, as quoted in your paper: "Mark my words, San Francisco will not be permanently benefited by the Panama-Pacific exposition?" Do you agree with this prophecy. Please state your views in The Call?

The Call believes that Mr. de Young's prophecy is mistaken. For one thing, it is founded on an impression of the speaker, perhaps unconscious, that it does not pay to advertise. We do not understand how the installation of a great international exposition in this city can fail to bring San Francisco and California a large access of population. The exposition held in a city that a very few years ago was laid in ruins can not fail to be an event of world-wide interest, attracting a countless gathering of visitors curious to see how an American city has rehabilitated its fortunes on the heels of a portentous calamity. There is always an important residuum left behind by a human tide of this character, and by this the city and the state are certain to benefit in a large way.

Even if the curious crowd should all depart, they must spend considerable sums during their stay, and unless our people are uncommonly extravagant in the hour of fortune there should be some important saving. Of course, if people run amuck with their gains in the intoxication of a prosperous hour, they may wake up when the play is over and find themselves no better off than before; but such is not the habit of the thrifty folk who by their savings have made San Francisco one of the great financial centers of America.

If it were true that no permanent benefit will follow the exposition it were better it should not be held. We should in that event have our trouble for our pains.

THE Pacific Mail steamship company being put out of the rate cutting business designed to kill off competition on the Panama route, the American-Hawaiian company comes to the assistance of the overland railroads with the same purpose of killing competition on sea.

The order of the secretary of war compelling the maintenance of uniform rates on the Panama route stops the plan of the railroads to destroy the Bates & Chesbrough line by cutthroat competition. Under this status Bates & Chesbrough were getting most of the business, and the competition with the land carriers was strongly promoted, with little prospect of destroying the independents.

In this emergency the American-Hawaiian company comes to the assistance of the railroads, announcing a sensational cut in rates by sea and the isthmus of Tehuantepec. President Dearborn of this line told the senate committee on isthmian affairs that his company was not owned by the railroads, which is probably true, and he left it to be inferred that there was no combination nor community of interest. If this is true, it is a remarkable coincidence that the American-Hawaiian company should adopt a policy of price cutting below cost of exactly identical character and purposes as those actuating the Pacific Mail company under the control of the overland railroads.

The Call believes that the merchants and shippers of California understand the situation and see where their interests lie.

Must See Both



SOCIETY

Uncle Walt The Poet Philosopher

Full soon, when Gentle Annie wakes, and verdure clothes the hill and glen, the man whose lies are all of snakes will come into his own again. From fragrant meadow lands he'll come, to tell of rattlesnakes that wore some forty rattles and a drum; he killed that snake and thirty more.



WALT MASON

The Morning Chit-Chat

NOW, boys, just a moment! You've all had your say, While enjoying yourselves in so pleasant a way. We've toasted our sweethearts, our friends and our wives, We've toasted each other wishing all merry lives; 'Tis one in a million and outshines the rest; Don't frown when I tell you this toast beats all others— But drink one more toast, boys, a toast to 'Our Mothers!'



RUTH CAMERON

It was suggested by Dr. Henry A. Ostrom, whose own mother had died about a year before this time, and who felt that the young people might be especially touched and the old people honored and pleased by the observance of such a day.

'Mothers' Day' was inaugurated by the churches of Minneapolis during the Chapman-Alexander evangelist campaign there.

The idea of the evangelists was to have a day especially devoted to mothers, just as 'Children's Day' is devoted to the children. On this day in the churches which celebrate it a sermon is preached especially for mothers and great efforts are made by special invitation and the use of carriages and automobiles to bring out the older women who would not otherwise get there.

The flower dedicated to this day is the white pink. The churches are decorated with them. Sprays of white pinks are sent to the sick and shut-in mothers and the younger people are all supposed to wear a white pink in memory of or respect for their mothers.

'Mothers' Day' is primarily a church holiday, but please don't let that prevent those of you who are not affiliated with any church from feeling that it is up to you to help celebrate it.

If you still have your mother right in the home with you, why not make April 16 a day of special kindness and thoughtfulness for her, a day when you give some unexpected caress that will mean so much to her, and say some unexpectedly tender thing about what a very wonderful mother you happen to have.

If you are separated from your mother why not make April 16 a day to surprise her by bridging the distance between you, if it is possible.

And if that is not possible, you can at least write an unusually tender and loving letter that shall send a glad thrill of sweet surprise to her heart when she receives it.

Some, I know, are reading this and thinking, 'Ah, if I only could do some of these things. But my mother—and then the eyes fill with tears of aching memory, and the heart—no matter how blameless—accuses itself, 'If I had only been kinder.'

Dear people, 'Mothers' Day' must be a sad day for you, of course, but why not sweeten the sadness by reading our mother's bible, going to your mother's church, and by performing your loving kindness to some other mother, 'somebody's mother' as lonely for a lost son or daughter as you for your lost one.

In this way there shall be three made happier—the lonely mother, yourself—and yes, I believe it—the little mother in heaven who will be surely smiling down in approval.

Remember all, April 16, 1911, 'Mothers' Day.'

Ruth Cameron

WASHINGTON dispatches tell us of the prevailing mental disturbance, perhaps premature, among the political gossips concerning the aspirations of candidates for the democratic nomination for president next year.

The democratic party has always been prolific of candidates for the highest office, and a temporary fame of this character has for more than a year been enjoyed by a varied assortment of aspirants.

These for the present appear to have simmered down to three—Cham Clark, speaker of the house; Judson Harmon, governor of Ohio, and Woodrow Wilson, governor of New Jersey—all men of brains and ability. Mr. Clark's chances for the nomination must depend largely on the record of accomplishment to be made by the democratic majority of the house of representatives, over whose deliberations he will preside. It may be said that Mr. Clark's somewhat crude sense of humor will not help him greatly to public favor. His recent ill considered joke about the possibility of annexing Canada was ill timed and in bad taste.

Judson Harmon of Ohio may be regarded as the candidate of the conservatives of the democracy. The popular tide does not appear to be running that way, but many things may happen in the course of a year. It may be stated as a fact that Mr. Bryan will oppose the nomination of Harmon.

Finally Woodrow Wilson is being boosted by a vigorous propaganda which somebody has described as 'Uncle George Harvey's steam roller.' Colonel Harvey is working the North American Review overtime in cracking up the virtues, natural, acquired and inherited, of the New Jersey executive. The other day, in the course of a high pitched panegyric, Colonel Harvey described Wilson as 'the highly Americanized Scotch-Irishman, descended from Ohio, born in Virginia, developed in Maryland, married in Georgia and now delivering from political bondage the state of New Jersey.'

Gaynor of New York city, Dix of New York state and Folk of Missouri appear to have been eliminated from the race. Bryan is not personally a candidate, but he may be the man to name the party's choice.

TRAVELERS BALK AT UPPER BERTH

Differential Rate Has Little Effect on Demand For Pullman Tickets

THE differential made by the Pullman company between its rates for upper and lower berths has thus far had little effect. The ticket agents report that practically all passengers, in buying sleeping car tickets, ask for lower berths, as they did before the change was made.

Douglas White, industrial agent of the San Pedro, Los Angeles and Salt Lake, is in the city on a business visit.

The Intercolonial, the government operated railway of Canada, has made an increase of 10 per cent in the wages of freight train men and of 20 per cent of those of trainmen in the freight yards.

C. W. Colby, general Pacific coast agent of the Erie, announced yesterday the appointment of C. T. Slouson as traveling passenger agent, vice J. J. Carey, resigned. The appointment becomes effective today.

C. H. Schlaacks, first vice president, and H. M. Adams, freight traffic manager of the Western Pacific, left yesterday morning for a short trip over the road.

A series of three lectures on railroad signaling will be given in room A in the Palace hotel, April 4, 5, 6, under the auspices of the Southern Pacific operating department. William Churchill, scientist for the Corning glass works of Corning, N. Y., will be the lecturer. All division officers and signal men of the company will attend at least one of the lectures, which will be devoted principally to the theory of signal lights and the various colors in railroad signaling.

Daniel C. Flisk Jr., traveling freight agent of the Union Pacific-Southern Pacific lines at Philadelphia, has been appointed contracting freight agent, with office at New York, succeeding P. A. Bradley, resigned. Roger B. Hollinger, soliciting agent at Philadelphia, succeeds Flisk, and Howard E. Ohi succeeds Hollinger.

The Texas legislature did not pass a single railroad measure.

ANSWERS TO QUERIES

MEDALS—A. O. S. City. Why are the pupils of the public schools of San Francisco required to pay for their medals of graduation?

There is no charge for the Denman and the Bridge medals, the only ones given at graduating exercises in this city. These medals are procured by the board of education for free distribution, with the interest on the sums given as medals funds by Denman and Bridge.

ENCINAL—Richmond district subscriber. What is the meaning of 'Encinal,' as applied to the city of Alameda?

The name is Spanish for 'a wood,' particularly applicable to 'a wood of evergreen trees.'

BUCKET SHOP—Mrs. G. L. Georgetown. What is a 'bucket shop'?

It is an American slang phrase for an office or place, other than the recognized exchange, where facilities are given for betting small sums on the current prices of stocks.

COSUMES—G. S. City. What is the proper pronunciation of Cosumnes, the name of a town in Sacramento county, also a river in California? What does the name mean?

As it is written ko-sum-nes. It is an Indian name and means salmon.

YOE—A. S. City. Is there such a place in the state of Pennsylvania as Yoe, Yos or Yox? There is the town of Yoe in York county of that state.

GOOD ENOUGH—A. S. Manteca. Which expression is correct, 'The supper was good enough for Bill and I' or 'The Bill and me'?

The second is correct.

H. Rider Haggard's 'Red Eye' Shows the Novelist at His Best

H. Rider Haggard has told the world some wonderful tales during his literary lifetime. 'She' alone would have brought him enduring fame. Had he written only 'Cleopatra,' his reputation would have been made. 'Allan Quatermain' and 'Ayesha' were more of the same unique quality. Then Haggard turned his attention to other things. Sociology claimed his thoughts. It was even said that Haggard would never write another novel.

As a matter of fact the great novelist was maturing in his mind what in many respects is the most striking tale of all. 'Red Eye' he calls it. It deals with a period of English history peculiarly appropriate as the setting for a great Haggard story. The new novel will add to its author's fame.

'Red Eye' sees its first printing as a newspaper serial. The first installment will appear in The Sunday Call tomorrow. Take hold of it at the start and feel that fine thrill that you could always confidently expect when you were able to get hold of a new wonder tale by Rider Haggard.

The first installment appears in The Sunday Call tomorrow.

Abe Martin



Uncle Henry Moon, aged 30, dropped dead 't' day after splittin' six cords of wood. His body was found by his four sons who were returning from a billiard tournament. Thirford Moots talks some o' sellin' his farm an' movin' t' town where he can find some place to loaf.

PERSONS IN THE NEWS

WILLIAM SPRY, governor of Utah, is at the St. Francis with his family and a party of friends. They have been spending the winter in Los Angeles, where the governor addressed the western products convention. In the party are Mrs. Spry, Arthur Pratt, warden of the state penitentiary, Mrs. Pratt and Dr. and Mrs. G. B. Proctor of Salt Lake.

T. BUCKLEY of the New Zealand government telegraph company was a passenger on the floor steamer. He also is going to see King George crowned.

JOHN COFFEY HAYES, who is interested in electrical power plants in the state, returned from a business trip east yesterday and is at the Fairmont.

G. G. DUNLAP of St. Paul is at the Union Square. He is on his way to Klamath Falls to inspect his lumber interests.

W. O. FOSTER, general agent of the Pacific Coast steamship company at Vancouver, is at the Palace with Mrs. Foster.

W. B. BROYLES and Richard White, merchants of Chico, registered yesterday at the Union Square.

J. D. PORTER and A. E. Porter, railroad contractors of Spokane, are guests at the Palace.

HARRY H. EATON, a real estate dealer of Klamath Falls, is registered at the Argonaut.

J. E. WOOD, proprietor of a dry goods and notion store at Yreaville, is at the Argonaut.

J. W. KISER, a shoe manufacturer of Chicago, is among the recent arrivals at the Palace.

H. E. PARKER, proprietor of a leading hotel at Astoria, Ore., is a guest at the Argonaut.

E. H. CHANNING JR., a mining engineer of New York is a guest at the Fairmont.

A. A. CARPENTER JR., a banker of Chicago, is at the St. Francis with his family.

BURE MCINTOSH, a publisher and photographer of New York, is at the St. Francis.

C. E. MURDOCK, mining engineer of Fairview, Nev., is a guest at the St. Francis.

THOMAS S. BALDWIN, the aviator, is at the Marx, registered from New York.

G. E. WALKER, a physician of Portland, is a recent arrival at the Argonaut.

F. WITTNER, a paper manufacturer of St. Francis, is at the St. Francis.

E. F. FISHER of Chicago is at the Von Dorn.

In Another Sense

Mrs. Kawler—Your son's fiancée is such a dear girl.

Mrs. Howes—Yes, I'm afraid she's more than the poor boy can afford.—Boston Transcript.

Putting Him in Trim

'Why nag your husband so about rugs? He has agreed to beat them.'

'If he's thoroughly irritated he'll make a much better job.'—Washington Herald.

Persons in the News

M. D'ESTOURELLES, baron de de Constant de Rebecque, senator from the south of France and president of the parliament group of arbitration, will arrive here this morning from the southern part of the state. He has reserved apartments at the St. Francis.

F. M. HANSEN, managing director of the Anchorage electric transit company, arrived here yesterday from New Zealand. He is on his way to London to attend King George's coronation.

WILLIAM SPRY, governor of Utah, and his wife arrived here yesterday from Los Angeles on the steamer Yale.

F. A. KENDRICK of New York and F. B. Weeks of Los Angeles are among the recent arrivals at the Marx.

J. HUNTINGTON, a banker of Belmont, Wash., is at the Turpin with Mrs. Belmont and their daughter.

FRANK A. KEITH, a railroadman of Los Angeles, is among the recent arrivals at the St. Francis.

Z. G. PHELPS, an oil operator of Coalinga, is registered at the Stewart.

E. A. FASSETT, an attorney at law of Portland, Ore., is at the Argonaut.

G. W. MORROW, an insurance man of Sacramento, is at the Turpin.

H. L. WATT, a merchant of Toronto, is at the Palace with Mrs. Watt.

H. S. GRAVES, chief of the forestry bureau, is guest at the Stewart.

J. W. FORCE of Rochester is at the Fairmont with Mrs. Force.

LOUIS LAMY, an attorney of San Luis Obispo, is at the Palace.

J. M. LOIVE of Oregon and Mrs. Loive are at the Bellevue.

DE WITT CLEARY of Portland is at the Stanford.

CHARLES ABBOTT of Chicago is at the Colonial.

S. G. WALLIS of Los Angeles is at the Bellevue.

R. W. WHITE of Bakersfield is at the Von Dorn.

MRS. WOODRUFF of China is at the Arlington.

W. E. DEAN of Milwaukee is at the Stanford.

F. SHERMAN of New York is at the Colonial.