

The San Francisco Call

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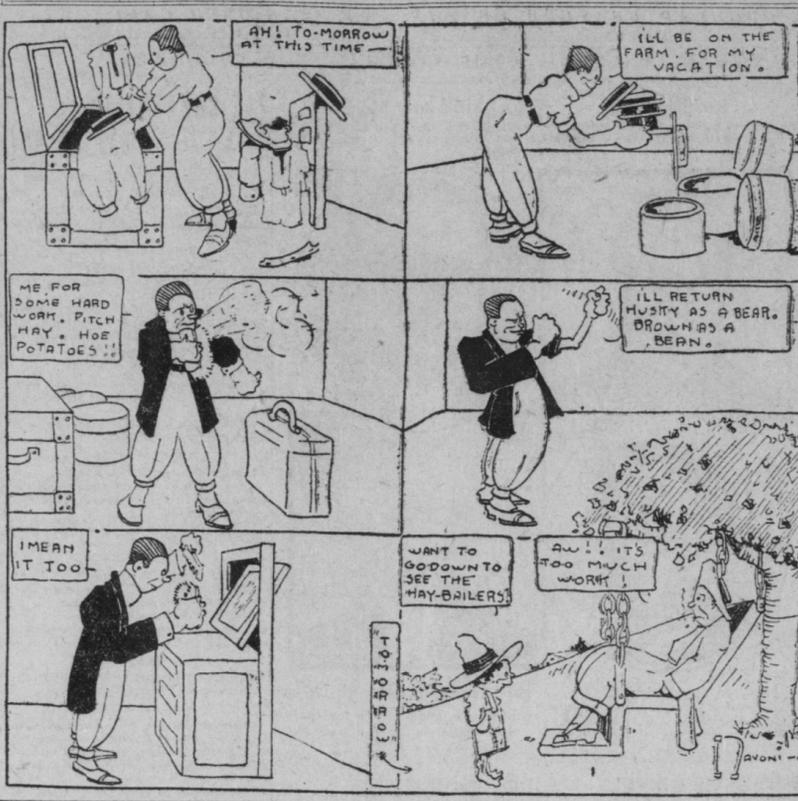
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How Time and Circumstance Change a Man's Mind



Answers to Queries

THE BAD LANDS—Inquirer, Oakland. Where are the "bad lands" in the United States? Is it true that wood of any animal substance in those lands soon petrifies or turns into stone?

The "bad lands" or "mauvaise terres" of the old French fur traders' dialect are an extensive barren tract in Dakota, Wyoming and northeastern Nebraska, between the north fork of the Platte and the south fork of the Cheyenne rivers—west, south and southeast of the Black hills. They cover 60,000 square miles. These lands belong to the Miocene period. The surface materials are, for the most part, white and yellowish indurated clay, sands, marls and occasional thin beds of lime and sandstone. The lands have been pronounced the most wonderful region of the globe. Water and granite are scanty. The surface rock is so soft that it disintegrates rapidly. The soft clays of this region and the climate are conducive to petrifying animal and vegetable substances, but the process requires many years.

THE MISSIONS—Stranger, City. What are the 23 missions in California? Where are they located and when were they founded?

Name.....Founded
San Diego.....July 16, 1769
San Antonio.....July 14, 1771
San Gabriel.....September 18, 1771
San Luis Obispo.....September 1, 1772
San Juan Capistrano.....October 30, 1775
San Francisco (Mission Dolores).....October 9, 1776
Santa Clara.....January 12, 1777
San Buenaventura (Mission).....March 31, 1782
San Barbara.....October 4, 1786
Purisima Concepcion.....December 8, 1787
Santa Cruz.....September 25, 1791
Soledad.....October 9, 1791
San Jose.....June 11, 1797
San Miguel.....June 24, 1797
San Rafael.....July 25, 1802
San Fernando.....September 8, 1810
San Gabriel.....September 15, 1810
Santa Inez.....June 18, 1814
San Rafael.....September 17, 1814
San Rafael.....December 18, 1817
San Francisco Solano (Sonoma).....August 20, 1823

TWO VESSELS—A. G. Fortuna. What became of the paddle-wheel steamer Montana, belonging to the Pacific Mail steamship company, that came to San Francisco in 1896, and the clipper ship Fisher, that sailed from San Francisco in 1867?

The Montana was sold to the Colorado company and broken up. The King Fisher sailed from San Francisco May 23, 1861, for Boston, and reached destination October 22 following; sailed from there for New York September 11, 1865, and on January 22, 1867, sailed for Liverpool. Owing to records being destroyed by the fire of 1906 it is not possible in this city to trace it further.

CLIMATE CONDITIONS—J. R. Winchaven. What are the climate conditions of the south sea islands, Mariana Islands and the Carolinas? Can a man accept a position there without endangering health and life?

At the South Sea Islands and at the Carolinas the mean annual temperature is 77 degrees F., at the Marianas 76 degrees. The climate at these points is enervating, and one not accustomed to the temperature is liable to suffer.

DISTANCES BY SEA—Subscriber, City. What is the shortest distance in miles between the following ports by navigable routes: San Francisco and Yokohama and Seattle and Yokohama, and between San Francisco and Manila and Seattle and Manila?

San Francisco and Yokohama, 4,524 miles; Seattle to same point, 4,252; San Francisco to Manila, 6,248 miles; Seattle to same point, 5,985. The last two routes are via Yokohama.

FOR WALL PAPER—M. K. City. What is the best kind of paste for use in putting up wall paper, and how is it made?

Beat up four pounds of good white wheat flour in cold water, enough to form a stiff batter, sifting the flour first; beat it well, take out all lumps, then add enough cold water to make it the consistency of pudding batter; add about two ounces of powdered alum. Have plenty of boiling water ready; pour the boiling water gently and

Abe Martin



Tell Binkley he quit work an' accepted a political position. A one legged woman 'woudn' look half bad in a hoble skirt.

Uncle Walt THE POET PHILOSOPHER

Missouri, grand old commonwealth, in butter-milk I drink your health! Your prairies form a verdant park, your Bowling Green produced Champ Clark, your pleasant hills are crowned with schools, you beat the world on raising mules. 'T would take a year to write a list of all your glowing charms, I wist, but when your bards take down their lyres, and, stirred by patriotic fires, attempt to sing Missouri's praise, the hearers scatter forty ways. Missouri's song! And not a line about her elderberry wine, her pawpaw groves and placid streams, wherein the catfish lurks and dreams; and not a word about the corn that rustles in the summer morn; and nothing of the wheat and oats, the hogs, the chickens and the goats, which help to swell Missouri's fame and hang large tassels on her name! Missouri's song, and naught set down about the city and the town which rose triumphant in a day on plains where bison used to stray. And nothing of the pioneers who labored through the bitter years, who o'er the lonely reaches trod, and builded homes and broke the sod. Your song should be a rugged strain with strong, victorious refrain, with minor chords that tell of tears, and hardships, toil, and doubts and fears, and pulsing through it there should be fine heroic melody to tell of men who laughed at scars and fixed their eyes upon the stars. Your anthem is too dull and gray. Missouri, take your song away!

MISSOURI'S STATE SONG

Now, I can't write on the fine points and elaborate distinctions, because I do not know them well enough. I'm just a plain person. You'll have to go to the etiquette books for them. But from what I have seen of the manners of the younger generation, it seems to me that a few reminders of the "do's and don'ts" of everyday politeness—those things which everybody knows and yet which almost everybody apparently forgets occasionally—would not come amiss. I'll give the men their dose first, because I honestly think—no feminine prejudice, truly—that they need it most. A FEW ETIQUETTE "DO'S AND DON'TS" FOR THE MASCULINE SEX. Never smoke when on the street with a woman. Never smoke when in the room with women, no matter how well you know them, without asking their permission. When you are smoking, never talk with your pipe between your teeth. Always remove it before speaking. Always remove your hat in an elevator where there are women. Yes, I know that an elevator is not so very different from a street car, and men keep their hats on there, and I know that women's hats often annoy you more than yours possibly can them. I have been informed of these and all other arguments on the subject before. But you see, I didn't establish the custom. Convention did that and she still favors it. Never just touch your hat. The true gentleman always lifts it well off his head. Never take a woman's arm in the street. If you wish to assist her you should offer her your arm, but that is not customary except at night or if she is aged or infirm. When you are with a woman always get off a car before her, so that you may help her off. Never clean your nails or pick your teeth in the presence of your intimate friends any more than you would in public. It is just as unpleasant to them to have to see you as to the general public, and surely you owe them as much consideration. (Will the people who think that wearing is not needed, anyway please watch and see how many really decent looking men they see offending that way.) Always rise when a woman enters the room where you are calling and remain standing until she is seated. In the theater if an usher helps you find the seat, let the lady precede you. Otherwise you precede her. Don't sit in a street car with your feet stretched out in front of you where people will be apt to tumble over them. That is selfish and dangerous, as well as ill bred. At the table always remain standing behind your chair until your hostess is seated. I think it is a charming bit of domestic ceremony when this custom is carried out in the home circle and the father and children remain standing until the mother is seated. There, I guess that's enough for one day. The ladies shall have their turn later. Please excuse this reversal of the conventional order of things. I explained the reason for it above. By the way, here's a suggestion for the feminine contingent. If "himself" offends in any of these particulars and you don't quite like to speak about it openly, why not clip this and mail it to him. A newspaper clipping to the wise is sufficient.

The Morning Chat-Chat

I AM perpetually urged by correspondents to write on matters of etiquette.

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There are no such pilots. (3) He must have an interest in a boat if appointed.

SHOTSUNGS—E. H. F. Berkeley. Is there any law that prohibits the use of shotguns on government land in California so as to minimize forest fires?

NO.

VOLUNTEERS—A. B. San Jose. When did the California volunteers return to San Francisco from the Philippines?

AUGUST 23, 1899.

THE PETCAN—A. M. S. City. Was the "oil tanker" Petcan in the harbor of San Francisco July 4, 1910?

Yes.

MINING BUREAU—P. C. H. City. Is there a mining bureau in Arizona, such as there is in this city?

NO.

CUPFUL—O. S. City. What is the plural of cupful, such as a cup will hold?

Cupfuls.

Secrecy

Ethel—Bella told me that you told her that secret I told you not to tell her.

Madge—She's a mean thing! I told her not to tell you.

Ethel—Well, I told her I wouldn't tell you she told me—so don't tell her I did.—Chicago Daily News.

Easy

"How did he become so rich?"

"By apt adulteration's artful aid. He makes some kind of bottled beverage."—Chicago Tribune.

PERSONS IN THE NEWS

A. E. EDWARDS, a banker of Pasadena, is at the St. Francis. He was recently elected vice president of the California bankers' association at the convention at Tahoe.

GEORGE BEERE, a businessman of Los Angeles, is among the recent arrivals at the Palace.

BENTON VAN NUTS, a hotelman of Los Angeles, is at the St. Francis with Mrs. Van Nuts.

COLONEL THOMAS ESTILL of the Salvation Army is at the Palace, registered from Chicago.

JOSEPH M. ATWELL, an oil operator of Berkeley, is at the St. Francis with Mrs. Atwell.

F. W. STALL, a mining man of National, Nev., is among the recent arrivals at the Stewart.

C. D. DANAKER, a lumberman of Tacoma, is among the recent arrivals at the St. Francis.

J. GEORGEHAN, a hotelman of Salt Lake, is among the recent arrivals at the Palace.

C. O. WHITTEMORE, an attorney of Los Angeles, is registered at the St. Francis.

ALLAN SUTHERLAND, a member of the Presbyterian board of publicity and Sabbath school work of Philadelphia, is registered at the Palace.

MORRIS BRYAN, a supervising engineer in the reclamation service of the United States government, is registered at the St. Francis.

FREDERICK LYON, a mining man who is interested in a smelter at Kennet, is registered at the St. Francis.

DR. AND MRS. J. F. SHOEMAKER of St. Louis have apartments at the Fairmont.

C. H. PEARSON of New York is among the recent arrivals at the Fairmont.

CHARLES H. WARNER of Detroit is at the Stewart with Mrs. Warner.

DR. L. R. DANIELS of Sacramento is at the Manx with Mrs. Daniels.

EDWIN R. HAGGIN, a mining man of Mexico, is staying at the Palace.

E. W. MAJOR of Davis is at the Stewart with Mrs. Major.

J. MUTH, a trader of Papete, is a guest at the Palace.

When a Policeman May Use His Club

THE use of clubs or other weapons by the police calls for the exercise of a wise discretion and an even temper on the part of patrolmen. It may easily be that some members of the local force are too free with the use of their sticks. Judge Murasky appears to have thought that this was true of a recent case reported from the Mission. A policeman is not an official agency to administer punishment. He is neither executioner nor judge, although it has happened on occasion that he has combined all these functions in one person.

We offer no opinion on this case from the Mission, as to which the facts appear to be in dispute, but desire to call attention to what may be characterized as an excess of zeal of the sort that sometimes inhabits the official breast: Captain Gleeson, commanding in the Mission police district, gave orders to break up a gang of "mashers" who had been insulting women after dark in that neighborhood. Properly interpreted, this order was eminently just and right, but it does not include a license to break up the gang by the application of physical force. If it be urged that men who insult women ought to be clubbed, that may be true in one way, but it is vicious and dangerous in other ways. It is dangerous because it places in the patrolman a discretion or judicial power to decide on the spot what punishment shall be inflicted on an offender and permits him in a moment of passion, perhaps, to carry out that punishment with his own hands.

The purpose of a police force is, first of all, to prevent crime, and, secondly, to arrest criminals for production before magistrates, who will try them in cold blood and with deliberation. A policeman's weapons are given to him for self-defense and should be used for no other purpose, and then only in extreme cases.

COLONEL GOETHALS is eager to get the ear of congress on the matter of measures of pressing import for the Panama canal, but congress is so busy playing politics, with an eye on next year's election, that it will not spare the time to consider affairs that concern the whole nation. Colonel Goethals keenly feels his responsibilities. He is not only chief engineer of the works, but as chairman of the canal commission he is virtually governor of the zone.

Three measures of the highest importance are propounded by him, and these are the purchase and ownership by the government of all the land in the canal zone, the establishment of rates for use of the canal, and, finally, the construction of docks and other facilities for handling freight and shipping.

The purchase of the land is regarded and proposed by Colonel Goethals as a military measure, supplementary to the fortification of the canal. It appears to be a somewhat unexpected corollary of the fortification project, and not an essential condition of the situation.

The early establishment of the rates for use of the canal presents a quite different proposition. All the great transportation agencies are already busy making plans to rearrange their lines of business consequent on the new conditions to be created by the canal. The Southern Pacific company only recently sent an engineering commission headed by William Hood to the zone to study its potentialities.

There need not be any doubt that the canal will be the cause of something like a revolution in the avenues of trade and transportation. For one thing, it will minimize the importance of the long haul across the continent, which in the past and up to date the overland railroads have regarded as the most important factor in their business. On the other hand, it will greatly increase the importance of the local business and what is known as "the back haul." That is to say, ports like San Francisco will become great distributing centers, from which goods will be carried to inland points, perhaps as far east as Denver, and here, likewise, the non-perishable products of the Pacific slope will be assembled for shipment to the Atlantic coast via the canal. There will be quite as much work for the railroads, but the routes of commerce will undergo a radical change. In this view it is imperative that congress should give adequate notice of the rates to be charged at Panama, in order that business may arrange its future in an intelligent way.

Doubtless there will be an effort made on behalf of the overland railroads to impose high rates for shipping through the canal, but with public attention concentrated on the matter it is not likely that any serious injury to the commercial and industrial interests can be accomplished.

THE senate committee on postoffices will shortly take up an investigation of the whole subject matter of a parcels post, and the indications are that some plan to modernize this business on a civilized plan will be enacted at the winter session of congress. It will be fought, of course, by the express companies, but these interests are not now as influential with the national legislature as they were in the days when Senator Tom Platt of New York commanded their cohorts.

The existing American parcels post is a curiously belated insti-

tution. The other day, for example, the postmaster general concluded a convention with Brazil, under which a merchant in San Francisco can ship to that country a package weighing eleven pounds and measuring six feet in length and girth for \$1.32. If he wanted to mail the same package to Oakland he could not do it under the postoffice rules. He might, perhaps, be able to divide the package into three parts with a maximum weight of four pounds each, and he could mail these packages to Oakland separately for \$1.76. That is to say, he could mail his shipment as a whole to Oakland, without counting the cost of dividing and packing the shipment in three parts.

The Brazil convention does not differ materially from those that govern our parcels post arrangements with most European countries, and the contrast is here cited to show how antiquated are the methods that obtain in the home service.

THE New York World, an independent newspaper with progressive democratic leanings, talks stiffly to the republican progressives in the senate whose recent backsliding in the matters of reciprocity and the direct election of senators has been the cause of national surprise. The World holds up to them the example set by Mr. Taft in this wise:

Our so called progressives have made much noise, but there is not one of them that has had the courage to go forward as Mr. Taft has done. In him we find performance as well as promise. He is the first of republican presidents to present a concrete measure of tariff reduction and market expansion. He is the only republican president bold enough to admit that the tariff is a tax and nothing but a tax. In his messages and speeches on Canadian reciprocity he has placed himself far in the lead of his party and abandoned ground long held by that organization and now clearly untenable.

The situation carries certain elements of humor. Mr. Taft appears to have stolen, or at least appropriated, the progressive thunder, and accordingly some of the leaders in that camp, instead of being elated by the accession of a powerful recruit, are much peeved by what they regard as an unwarranted intrusion on their particular and carefully tended political reservation. Some of them feel so badly about it that they are ready to reverse their reasoning on the Payne tariff and they are today busy attacking a fiscal measure designed to relieve the high cost of living.

It is a strange reversal of form, suggestive of the lengths to which political jealousies will carry men.

Mr. Taft as a Real Progressive

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Increasing Trade With the Philippines

THE remarkable increase of American trade with the Philippines is an example of the benefits that follow a wise application of the principle of reciprocity or fair dealing between countries. Here are some official figures: In 1908 the islands sent us sugar worth \$1,966,166, in 1909 \$2,649,604 and in 1910 \$6,214,226. The value of the exports of cigars in the same period rose from \$18,376 to \$1,560,799, and the value of the cigarette exports from \$372 to \$15,898.

The effect upon the American market of these increased importations has been negligible, but they are the cause of unprecedented prosperity for the islands. The same thing is true as to Porto Rico and Cuba under like conditions, and on the whole our imperial speculations in island ventures may be said to have turned out highly profitable. They have not yet paid as well as the purchase of Alaska, but they are coming on.

The market in the Philippines for American products is well worthy of attention. Its demands are constantly growing, and the Japanese manufacturers are making strenuous endeavors to capture it. Japan in 1905 sold the islands products valued at \$805,557, while last year the figures were \$2,643,950. The Japanese traders have some advantage in the way of proximity, but this should be overcome by the natural tendency of trade to follow the flag, for the reason, chiefly, that buying promotes selling. That is to say, the trade lines established by reciprocity must naturally work both ways.

How Edison Forgot His Wedding Day

A Paris contemporary, in an article on Bernard Shaw, recalls the wedding story of Edison. On the day appointed for the ceremony the bride and her friends were assembled at the registry, but there was no bridegroom. Time passed and there was no sight of him on the horizon. Then two of her friends set out to learn the reason. They found him in his laboratory attentively watching the movements of some new kind of motor. The inventor gave a start on recognizing his friends, and then laughed heartily. He had forgotten all about the wedding. However, it was not too late, the lady had only had to wait an hour. This story is not so picturesque as the marriage of Commander Truitt to "Peggy Pickle's" aunt, and this recalls Johnson's story of his own marriage and how effectually without words he impressed upon "dear Totty" that he intended to rule his own house.

Immigration Issue Stirs New Zealand

Great diversity of opinion exists in New Zealand on the subject of immigration. Many of the "old stagers" look upon the forward policy with suspicion, if they do not regard it with absolute antipathy. The insularity of the point of view adopted by some is well illustrated in the story of an Auckland cobbler, who thus disposed of the immigration question: "I don't want any more people in Auckland. I can't mend all the boots I get as it is." Others, however, are just as insistent on a progressive immigration policy, and as a result of their endeavors immigrants are now arriving in Auckland from Great Britain at the rate of nearly 100 a week. The majority of the farmers of New Zealand are positively handicapped by the want of men. Not only are men scarce in New Zealand, but they are also demanding higher wages, and one employer offered \$3 an hour, with a good cook supplied.

Antiquated Parcels Post Service

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