



RIGHT NOW
Is the time to get a Booklovers'
Contest certificate book—No
more after Wednesday, the 5th.

THE CALL
Mag. Sec. 17-36

THE WEATHER
YESTERDAY—Highest temperature, 84;
lowest Friday night, 56.
FORECAST FOR TODAY—Fair, warm
in forenoon, cooler at night; light north wind,
changing to brisk west.

VOLUME CX.—NO. 32. SEVENTY-TWO PAGES—SAN FRANCISCO, SUNDAY, JULY 2, 1911.—PAGES 37 TO 46. PRICE FIVE CENTS.

ENGINEERS OF
CITY AND ARMY
DISCUSS WATER

Freeman Makes Earnest Plea
for Development of the
Hetch Hetchy

Government's Advisory Board
Holds Consultation With
Local Representatives

Visiting Experts Represent Sec-
retary of Interior in
Investigation

PREPARATORY to making an
exhaustive survey and investi-
gation into the water supply,
present and prospective, of San
Francisco and the bay cities, the ad-
visory board of army engineers ap-
pointed to co-operate with the secre-
tary of the interior in the settlement
of the Hetch Hetchy claim, met yester-
day for the first time in San Francisco.

Two of the engineers, Colonel Harry
Taylor and Major Spencer Cosby, ar-
rived Friday night from Washington.
Colonel John Biddle, who has been in
the city for several months, is the
third member.

Hetch Hetchy Fate Involved.

It is the beginning of the final step
in the campaign of the forces that op-
pose the Hetch Hetchy grant, and the
work must all be finished before Decem-
ber 1, when the authorities of San
Francisco have been cited to appear at
Washington and show cause why the
Hetch Hetchy permit should not be re-
voked. At the earlier hearing, a little
more than a year ago, 12 months were
allowed the city engineers in which to
gather data. In April of this year this
time was extended again until the first
day of December.

Meantime the city has been notified
to investigate the contention of the
nature lovers who, in opposing the use
of the Hetch Hetchy, declare that the
Lake Eleanor basin and the watershed
contributory will be "adequate for all
present and reasonably prospective
needs" of the city of San Francisco.

All information is to be furnished to
the advisory board of engineers, which
will aid the secretary of the interior
in conducting the case in December.

At the meeting yesterday, John R.
Freeman, Allen Hazen and C. E. Grun-
sky, consulting engineers for San
Francisco, and Engineer Marsden Man-
son made a general survey report of
the work which the city has already
done in investigating the 14 water
sources within at least theoretical
reach as the base of San Francisco's
supply. Manson outlined the work to
be done to complete the report.

Freeman Makes Plea

By far the most significant and im-
portant event of the meeting was the
view propounded by Freeman that the
city should have the free and unob-
structed development of Hetch Hetchy
valley made available at once. He de-
plored the necessity of first developing
the less valuable Lake Eleanor possi-
bilities or being forced to consider the
more or less makeshift substitutes fa-
vored by those who deprecate the "in-
vasion of nature's wonder" in turning
the Hetch Hetchy valley into a moun-
tain lake. Freeman's words were
heard with great attention by Colonel
Biddle and his associates.

He laid it down as axiomatic that a
great city like San Francisco should be
permitted to make the best use of the
best source at its command, which in
this case he declared was the Hetch
Hetchy valley. He asserted that it was
foolish for the city to be compelled
to piece out its opportunities by the
preliminary development of something
else, or anything else, before being
allowed to enter its best domain.

Lake Eleanor Considered

Hetch Hetchy, Freeman said, contains
one of the finest, if not the finest, nat-
ural water supply reservoirs and col-
lection areas in the world. Lake Eleanor
would be a vastly efficient trap for the
stored waters of a lower watershed to
the north, he argued, but Hetch Hetchy
valley is ideal as the source for a
steady daily and annual demand.

The engineers will start at once on
their tour of inspection, and will spend
today and tomorrow in going over the
properties of the Spring Valley com-
pany. Freeman, Hazen and Manson
have just returned from a similar trip,
and will not accompany the visitors.
Later in the week hearings will be
granted by the board to those inter-
ested in sources other than the Hetch
Hetchy, and finally, the army engineers
and the city authorities will visit the
Yosemite park together and spend as
much time as necessary investigating
the possibilities of the Hetch Hetchy
and Lake Eleanor watersheds and reser-
voirs.

It is expected that the work will
require from three to four weeks.
When it is finished the engineers will
return to Washington, and if it is
possible to have the reports ready
earlier than December, it is likely that
the final hearing will be held before
that date.

Connecticut Grants
First License in
World to Aviator

NEW HAVEN, Conn., July 1.—
A. Holland Forbes of Fairfield, the
aeronaut, has been granted a
license to navigate an airship or
dirigible balloon under the avia-
tion law just passed by the Con-
necticut legislature.

It is license No. 1, issued by
Secretary of State Rogers, and
is the first document of this kind
ever issued in the world, as the
Connecticut law is the first at-
tempt by a legislative body to
obtain control over the air
regions.

The flight of Atwood into the
state yesterday calls attention
to the fact that the new aviation
law prohibits an airman from
flying within the state unless he
has a license.

The law provides a penalty of
not more than \$100 fine or im-
prisonment for not more than six
months, or both.

BIG FLEET IS NAVY
PROGRAM FOR 1913

Four First Class Fighters, 18
Destroyers, Gunboats and
Transports in List

WASHINGTON, July 1.—The general
board of the navy has completed its
proposed building program for the navy
for the fiscal year of 1913, in which it
recommends the construction of four
first class battleships, 16 or 18 de-
stroyers, a repair ship, a hospital ship
and several colliers, gunboats and
transports.

The program comprehends the ex-
penditure of \$100,000,000.

This report will be submitted to con-
gress at its regular session in De-
cember.

PIONEER REPORTED DEAD
LAUGHS AT OBITUARY

When Coroner Calls, However,
He Says Some Things

[Special Dispatch to The Call]
REDWOOD CITY, July 1.—When
John Kinnear, one of the pioneers of
this county, aged 75 years, picked up
the county papers Friday and read his
own obituary, Kinnear was not
"peevish" in the least at this unusual
occurrence, thinking perhaps the vil-
lage cutup was having a little fun, but—

When Coroner H. G. Plymire and his
deputy drove up to his little home at
San Gregorio this morning, ready to
do his duty, Kinnear got just the
tiniest bit angry.

"I'm a live chicken," he declared, "and
I'm going to live quite a time yet."

Evidently Plymire and his man be-
lieved him, for they whipped up their
team and were soon out of hailing dis-
tance.

Some one telephoned to Sheriff Mans-
field last Thursday that Kinnear was
dead at his home at San Gregorio, and
Mansfield, in turn, notified the coroner.
Plymire could not verify the report by
telephone, as the wifes were down.

RAKER WANTS BIG TREES
PART OF NATIONAL PARK

Introduces Bill in House to Pur-
chase the Lands

[Special Dispatch to The Call]
WASHINGTON, July 1.—A bill to
provide for the purchase, by cash or
exchange of government timber land, of
the Whiteside tract, known as the
Calaveras big tree growth, in southern
California was introduced in the house
today by Congressman Raker of Cali-
fornia.

The bill contemplates setting the land
aside as a national park and thereby
preserving for all time the giant se-
quoias.

Congressman Raker's bill has the
sanction of the forestry service and
the president.

HILL WON'T RETIRE UNTIL
EMPEROR RECEIVES HIM

American Ambassador to Ger-
many Still in Office

BILL PRESENTED
BY RAKER BARS
ALL JAP LABOR

California Congressman Wants
Asiatic Exclusion Act of
1907 Amended

Measure Designed to Stop Cheap
Workers Being Brought In
by Contract

[Special Dispatch to The Call]
WASHINGTON, July 1.—Congressman
Raker of California today introduced
in the house a bill to amend the act
to regulate the immigration of aliens
into the United States approved Febru-
ary 20, 1907.

All Asiatic laborers are to be ex-
cluded from admission into the United
States under the terms of the measure.
Idiot, imbeciles and feeble minded per-
sons, epileptics, persons who have been
insane within five years previous, and
those who have had two or more at-
tacks of insanity at any time, are also
barred.

Paupers and "Reds" Barred

Paupers, persons likely to become
public charges and persons afflicted
with tuberculosis or with a loathsome
or dangerous disease, as well as poly-
gamist, or persons who admit their be-
lief in the practice of polygamy, will
not be admitted.

Raker's bill also excludes anarchists,
undesirable women or girls, persons
who are supported or aided by them,
and persons who procure or attempt to
bring them into this country.

Ban on Contract System

No contract laborers may enter who
have been induced or solicited to mi-
grate to this country by offers or
promise of employment or in conse-
quence of agreements to perform labor
in this country of any kind, skilled or
unskilled, or any person whose ticket
or passage is paid for with the money
of another, or who is assisted by others
to come.

The registration of certificates of
previous residence in the United States
is provided for, students, travelers and
ministers being exempted.

As there is already a Chinese exclu-
sion act in force, this amendment would
seem to be aimed at the Japanese.

CLEAN LIFE KEEPS FROM
JAIL CATTLE RUSTLER

Oregon Governor Refuses to
Surrender Reformed Man

PORTLAND, Ore., July 1.—Governor
Oswald West today declined to grant
the request of Governor Hadley of
Missouri for the extradition of Alf
Kilman, wanted in Missouri to serve a
five year penitentiary sentence for cat-
tle rustling.

Governor West based his refusal on
the well established good citizenship of
Kilman since he came to Portland six
years ago.

It was shown by voluminous testi-
mony that Kilman had led an ex-
emplary life here. His employers and
several hundred neighbors testified to
his general excellent character, and
while regretting that he must decline
the request of Governor Hadley, Govern-
or West declared that he felt it his
duty to let Kilman reside in Oregon
unmolested as long as he continued in
his present straight path.

TREASURY RECEIPTS FOR
1911 EXCEED ESTIMATES

Official Figures Show Surplus
of \$45,681,620

WASHINGTON, July 1.—Official fig-
ures indicate that the federal treasury
for the fiscal year of 1911, which closed
yesterday, will show an ordinary sur-
plus of \$45,681,620, and an excess of
\$31,405,923 over all disbursements, in-
cluding Panama canal and public debt
transactions.

Total receipts for the year were far
greater than the official estimate and
will pass the \$700,000,000 mark. The
unexpected increase is due to the fact
that \$27,500,000 was paid in on the
corporation tax, about \$8,000,000 more
than officially expected at that time.

Internal revenue receipts were \$14,-
000,000 more than the official estimate
and are in full \$222,419,928, the greatest
sum ever collected on that tax. Custom
receipts for the year amounted to
\$312,846,209.

GOVERNOR UNWITTINGLY
MAKES WEDDING GIFT

EXPRESS RATES
DROP WHEN U. S.
STARTS INQUIRY

Company's Methods, Accounts
and Revenues to Be
Investigated

Interstate Commerce Commis-
sion Acts Upon Petition
of Shippers

WASHINGTON, July 1.—Investiga-
tion of all express companies in the
United States affected by the inter-
state commerce laws was ordered to-
day by the interstate commerce com-
mission on its own motion.

Evidently in anticipation of this ac-
tion by the commission, practically all
of the express companies, with the
exception of the Long Island, late yes-
terday afternoon filed new tariffs. It
was said today that it would require
several months to compare these rates
with those in existence.

Investigation Wide in Scope

The filing of new rates, however, will
not affect the investigation, which will
be one of the widest in scope under-
taken by the commission. Not only will
it be conducted as to rates, but it will
include the practices, accounts and
revenues of the companies.

More than a year ago a number of
the leading commercial organizations
petitioned the commission for a general
investigation of the express companies,
and in its order today the commission
says that the inquiry is ordered "to de-
termine whether the rates, classifica-
tions, regulations or practices, or any
of them, are unjust or unreasonable, or
unjustly discriminatory, or unduly pre-
ferential, or prejudicial or otherwise in
violation of the provisions of law, and
determine the manner and method in
which the business of the express com-
panies is conducted."

Companies Affected

The following carriers are named as
parties defendant in the proceedings:
Adams, American, Borough, Cana-
dian, Canadian Northern, Davenport &
Moons, Dodd & Childs, Dunlap, Earl &
Prew, Globe, Great Northern, Nor-
ris, European and American, National,
New England, New York and Boston
despatch, Northern Pacific, Southern,
United States, Wells Fargo, Westcott
and Western express companies; the
Worcester despatch, Dart & Co., Man-
hattan delivery company and the New
England despatch company, "and also
the natural persons above named and
each of them who are engaged in such
express business under the above
names."

The reduction in rates filed yesterday
are said to be important only so far as
they affect what are known technically as
combination rates—that is instances
in which shipments are made by two
companies to a final destination.

Express combination rates long have
been figured on a graduated scale of
weights based upon 100 pounds. If the
rate on a hundred pound package is \$1,
for instance, by the Adams express com-
pany to a junction point with the
United States express company and \$1
from that junction point to the ship-
ment's destination, the combined rate
would be \$2. By the terms of the pro-
posed tariffs, the combined rate would
be \$1.50, a reduction of 15 per cent.

17 Per Cent Reduction

By reason of varying distances and
varying weights of shipments the per-
centage of the reduction also varies be-
tween points of origin and points of
destination, but the average reduction
is approximately 17 per cent. So far
the examination of the new tariffs filed
with the commission discloses no reduc-
tions in straight rates by single com-
panies, except in instances where man-
ifest injustice apparently heretofore has
been done.

The proposed tariffs, which are to be-
come effective on August 1, will be in-
cluded in the inquiry instituted today
by the commission. If the inquiry should
show that the reductions are not, in the
opinion of the commission, sufficient to
meet the requirements of express com-
panies they undoubtedly will be further
reduced.

ISLAND OF GUAM MAY BE
GIBRALTAR OF PACIFIC

Naval and Military Experts Are
Working Out Plans

WASHINGTON, July 1.—"A Gibraltar
of the Pacific" to maintain supremacy
is what the lonely island of Guam will
be if plans now under consideration by
the United States are carried out.

These plans were advanced by Rear
Admiral Alfred H. Mahan, U. S. N.,
retired. They are being considered by
military and naval experts of the gov-
ernment.

Guam is considered by Admiral Ma-
han as an ideal location for an im-
pregnable base in the Pacific for the
American fleet.

Properly guarded by adequate forti-
fications, the admiral believes this
island could be made as strong as
Gibraltar and defy the fleets of the
world.

Educators on Way
Hundreds to Come

ELLA FLAGG YOUNG



Mrs. Ella Flagg Young of Chicago, president of the National Education association, will head the big insurgent movement in that organiza-
tion at the convention which opens in San Francisco in a few days. The
Illinois and New York delegations are pledged to stand together for the
abolishment of the national council, which is charged with being a reaction-
ary body. Mrs. Young will not herself be a candidate for re-election, but
will lend her influence to bring about a reorganization of the association and
the election of a "progressive" executive.

Teachers of Nation Are to
Meet Here July 8-14

RECEPTIONS and banquets will mark the days immediately preceding
the opening of the forty-ninth annual convention of the National
Education association in San Francisco July 8-14. Flying trips to
points of interest about the bay will mark the days immediately
following the convention, but during the convention itself the 50,000 delegates
will confine themselves strictly to the purpose for which they will gather
from all over the United States—the
advancement and improvement of
public education in the republic.

FEMINE SPHINX
RIDDLE OF REDDING

Woman Taken From Train
Sleeps With Arms Upraised,
Defying Awakening

[Special Dispatch to The Call]
REDDING, July 1.—The police are
puzzled about the identity of a comely,
well dressed woman of 30 years who
was taken from the Oregon express
here at 7 o'clock this morning, and
the physicians are puzzled to determine
what she is the matter with her.

She got on the train at Sacramento
with a ticket for Marysville, but she
overslept herself and was carried on
to Redding. Assisted to the waiting room,
she stood rigid in the center of the
room for more than an hour with arms
outstretched and immovable. Her face
was expressionless and her eyes were
open. She stood with feet crossed and
paid no attention to the stares of
others. Finally the police took her to
the sheriff's office. She could not walk,
and could not or would not speak. Given
a cot in a private room, she dropped
into a deep sleep, still holding her
arms high in air and her feet crossed
firmly. All efforts to rouse her and
learn her name have been futile. She
has since been taken to a hospital and,
but for her breathing, would be pro-
nounced dead. She has no feeling, and
she shows no signs of awakening.

It is surmised that her home is in
Marysville. She is good looking and
neatly dressed in white waist and lav-
ender woolen skirt. Judging from ap-
pearances, she is a woman used to hard
work. She is being cared for in a private
hospital.

MINER BLOWS SELF TO
ATOMS WITH DYNAMITE

Places Stick on Breast and
Lights the Fuse

MANHATTAN, Nev., July 1.—While
asleep today, Frank Nalley, an
aged miner, placed a stick of dynamite
on his breast, lighted the fuse and
blew himself to atoms. He formerly
lived at Placerville, Cal.

SHIPWRECK
IS BLAMED
TO CREW

Survivors of Ill Fated Spokane
Make Sensational Charges
of Mismanagement

INDIGNATION MEETING IS
HELD BY THE PASSENGERS

Men and Women Left to Save
Themselves as Best They
Could, Is Allegation

SEVERE LANGUAGE USED
IN CENSURING SEAMEN

SEATTLE, July 1.—Survivors of
the Pacific Coast steamship
company's steel excursion
steamship Spokane, which was
wrecked in Seymour narrows, British
Columbia, late Thursday night, ar-
rived from the scene of the accident
on the steamship Admiral Sampson
today, and proceeded to hold a mass
meeting to exchange views on the
wreck and determine, if possible, who
was to blame for alleged mismanage-
ment in handling the lifeboats and
rescuing those aboard after the vessel
was beached in Plummer bay.

The gathering, at which 70 of the
passengers were present, was primarily
an indignation meeting. After a long
discussion, in which sensational
charges were made regarding the
handling of the wreck, a committee
was appointed to confer with G. W.
Andrews, general agent of the Pacific
Coast steamship company. The com-
mittee consisted of Daniel M. Lord of
Chicago, F. B. Lindsley of New York,
Judge E. F. Harris of Galveston, Tex.,
and David H. Paris of Philadelphia.

Yale Professor Presides

The assemblage of the 70 tourists
was an unusual one. Well to do men
and their families were dressed in the
clothing they hurried into when the
alarm was given, and presented a be-
draggled appearance. Henry W.
Farnum, professor of economics at
Yale, was chosen to preside, and
George H. King, paying teller of the
Denver national bank, was made sec-
retary. For more than an hour the
passengers related their experiences,
some censuring the crew of the Spo-
kane in severe language.

"The management of the crew and
the method of handling the passengers
ashore from the Spokane at Plummer
bay was the most bungled piece of
business I ever saw," said C. E. Pear-
sall of Eureka, Cal. "I was standing
on the deck, when I saw we were
making for the rocks, and I had time
to tell my wife in her stateroom that
we were going to hit. I saw two sail-
ors try to launch a lifeboat and leave
it hanging from one davit.

No Seamen to Assist

"As far as I was able to ascertain,
there were no seamen to help the
women passengers into the boat. Boats
swung away from their davits and the
male passengers did the work of rescu-
ing the women. The plugs in two of
the lifeboats were nowhere to be found,
and they put out with water running
in."

Otto Irving Wise, international pres-
ident of the B'nai B'rith society, offer-
ed a resolution commending the
management of the Spokane by Cap-
tain J. E. Gupthill. The resolution met
with vigorous protest and was not put
to a vote.

"I enter a vigorous protest," said W.
M. Butler of St. Louis, springing to his
feet. "The conduct of the crew after
the smash was inexcusable. There was
no sign of order, no one gave any or-
ders and the officers were responsible
for the actions of the men."

"The crew gave us no notice to get
up and leave our state rooms after the
accident," added David H. Paris. "I
can not subscribe to the resolution."

Motion Withdrawn

Wise then withdrew his motion and
Miss Georgiana Dow of New York took
the floor.

"There were two life preservers in
our cabin," she said, "and it was with
the utmost difficulty that one was found
for my mother. There were no mem-
bers of the crew to tell what to do. A
number of women and myself were
thrown into a lifeboat with no one to
shore. Another woman and I started
alone to propel the boat when several
stokers jumped from the deck into the
boat and capsized it. You can not
imagine the confusion in the black and
troubled water. All the women wore
heavy coats and it was with difficulty
that we were pulled aboard another
lifeboat."

Called Criminal Blundering

Professor Farnum yielded the chair
to tell what he knew of the alleged
incompetency of the crew. "The situa-
tion was somewhat mixed to say the
least. There was no leadership by