The San Francisco Call

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

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The Diplomatic Wrangle Over Morocco

THE decided stand taken by the British premier in relation to Morocco does not necessarily or even probably mean war between Germany and the Anglo-French alliance. Diplomacy is largely a game of bluff, and in this game both sides understand what tremendous losses of life and material must be entailed by hostilities that would probably involve all the great European powers.

At the same time it is not expected that Germany will yield back an inch from the position it has assumed on the west coast of Africa. The kaiser's ships have taken possession of the harbor of Agadir on the west coast of Morocco and, when the inevitable partition comes, will doubtless claim the hinterland of that port, which is the province of Sus. The position as it is regarded in Berlin is thus described:

> Germany has intimated that her warships will remain at Agadir until orderly conditions have been restored in Morocco, she herself being the judge who will decide when such conditions again exist. Order, of course, in the usual sense of the word, has never existed in Morocco in historic time. Neither the Roman nor the Arab ever held untroubled dominion in the land. Germany, however, has intimated that she considers the presence of the French and Spanish troops as the chief cause of the disorders, and presumably will not withdraw until these fomenters of unrest have departed. She has therefore intervened in Morocco in the same sense, though not so noisily as France and Spain, since she will remain in the country as long as they do. Germany has thus abandoned the moral advantage which she hitherto enjoyed as having no particular ends of her own to serve in Morocco, and has come down into the arena avowedly to scramble for her own material interests. Her main interest appears to be located in the south, and there can be little doubt that the German people as a whole expect their government to secure for them the possession of the Sus country, with Agadir as its port. To get this, the rest of the country will have to be abandoned to France and Spain.

Having taken this positive step, the kaiser can not in honor recede, and if no other interests were concerned the partition of Morocco as indicated might seem a sufficiently simple matter.

But in this division of the spoil England is not considered and gets nothing in the way of what a euphemistic diplomacy calls "compensation." More than that, British interests are threatened in a strategic sense by the establishment of a German naval base on the flank of English trade routes and military communications with South Africa.

Italy likewise will put in a claim to be heard, so that the diplomatic wrangle promises to become general. Nevertheless, in the conclusion it does not seem likely that the kaiser will recede from his position in any material way.

What the Fair Will Do for Values

THE plan adopted by the world's fair directors will result in large and important accessions of public property of a permanent character, and this by itself must enhance general property values and redound highly to the advantage of the whole city.

San Francisco has already spent millions of dollars in the creation of its public park system and the investment has paid large returns in the way of increasing the value of private property. A somewhat similar situation in Louisville is expounded by the Courier-Journal thus:

> Louisville owns 1,500 acres of land used for parks. The total cost, with present improvements, is $2,500,000. As a result of the establishment and improvement of parks, property contiguous to them has greatly increased in value. It is estimated that $25,000,000 represents the increased value of property due directly to these public improvements, and $450,000 a year is the increased annual revenue to Louisville from the ownership of $2,500,000 worth of reservations. If this estimate is correct, nobody can complain that the purchase of parks, aside from the question of their value as pleasure grounds, is more beneficial to the owners of contiguous property than to the municipality. As a matter of fact, every reasonably conservative purchase of land for park purposes is a solid investment for the city, that returns handsome dividends in cash in addition to making life more livable for many inhabitants of the city.

San Francisco has spent a great deal more than $2,500,000 on its public parks, and we are now preparing to invest the exposition funds in a way to enlarge and improve the park system with permanent buildings connected by a spacious boulevard and supplemented by the creation of a civic center and auditorium of attractive and imposing architectural design. The effect on general values will be readily appreciated.

Los Angeles Will Make Art Hum

LOS ANGELES has started out to become the "world art center," if Brother McGroarty of the West Coast Magazine can accomplish that desirable consummation with the touch of his inspired pen and the assistance of a traveling photographer, who has undertaken to attend to the commonplace details. It may be, indeed, if one can trust Brother McGroarty's glorified pen, that the vulgar commonplaces of everyday life will be driven in disgrace from the promised Arcadia, where the fortunate select will live on nectar and ambrosia and forget the washerwoman's bills. Here it is:

> The establishment, with all its ramifications, will be located among the beautiful oaks and sycamores of the lovely hills of southern California, under its skies of faithful blue, with trolley lines passing its doors and connected with an automobile highway that shall be as smooth as a billiard table. The dreams of the best landscape gardeners to be found will be brought to fruition on the walks and grounds of the place. Flowers shall bloom there always. There is to be one great central art gallery, where paintings and photographs—all prize productions—will be exhibited and offered for sale primarily for the benefit of the producing artists.

How dost thou like the picture? 'Tis a fortunate school i'faith, whose products are all prize packages. Like Minerva from the brain of Jove, the Los Angeles art center springs to life fully equipped with all the Persian apparatus of an art center, including trolley cars and a guarantee of your money back if you don't get a prize. In fine, quoting once more from the incandescent pen of Brother McGroarty: "From this spot will go forth to the four quarters of the earth the product of genius that will have been trained and encouraged under auspices and conditions that shall be worthy of Athens itself in the golden age of Pericles."

That's the way to make art for art's sake hum.

SHALL THE GOVERNMENT UNDERTAKE TO SUSPEND THE NATURAL LAWS OF TRADE

MUCH wild and scattering comment has been evoked by the recent speech of Attorney General Wickersham at Duluth upon trade regulation. Whether or not Mr. Wickersham spoke with the president's authority, his words touched a vital spot in the nation's life and are, therefore, entitled to thoughtful consideration. Mr. Wickersham is a cabinet officer. When he gives measureable indorsement to the proposition that the government shall regulate the prices of subjects of interstate commerce he is radical enough, considering his position, to compel business and popular attention.

Running through the web and woof of commerce from the days when men bargained for skins and implements of flint, competition and the law of supply and demand have fixed the value of commodities. Out of modern progress have grown the institutions that have succeeded in artificially suspending the natural laws of trade and, through force of combination, have denied the consumers opportunity to purchase their wares at fair prices. Where such practices exist trade despotism must flourish. The trade commission is a device designed to remedy this evil—for it is an evil—not to be excused except upon the inexcusable ground of greed.

The bill creating the interstate trade commission introduced by Senator Newlands and partially indorsed by Attorney General Wickersham, provides for a nonpartisan tribunal of five members for continuous control of the big industrial corporations engaged in interstate trade. The bill requires corporations whose annual receipts exceed $5,000,000 to make such statements as to capitalization, finances and operations as may be required by the commission. These corporations will be registered and known as United States registered companies—a distinction which, the author of the bill believes, will be much sought after.

Registration may be canceled for improper financial organization, oppressive or unfair methods of competition, acceptance of railway rebates, refusal to allow access to records or for noncompliance with any judicial decree rendered under the Sherman act.

In explaining his bill Senator Newlands said that he had thought it best not to invest the commission with too many powers of correction or punishment, nor does the bill give the power of fixing prices. These powers may be enlarged later, as experience shall indicate.

Briefly stated, the purpose of the bill is to maintain and preserve the opportunity for fair competition. It is intended to correct wrongful practices, and if unfair prices and unfair trade become an essential part of these wrongful practices, then they will become a fit subject for regulation. At no place, as we understand the measure, does the commission sit to deliberate upon a long list of commodities and then emit a governmental price list. Such a proceeding would be absurd. Such a construction of the proposed measure is puerile.

Mr. Wickersham and Senator Newlands, in common with other thinking men, are feeling their way carefully along a newly broken path. They hope to find a method for overcoming the burdensome conditions that have been thrust upon us through modern advancement. There are three alternatives open: First, destroy all large institutions; second, let them alone; third, regulate them. The first course would represent the folly of the destructionist who reasons with the club; the second would be stupid and would make the public the legalized prey of unchecked greed; the third course offers a field for earnest investigators. It offers the only means of checking the wrongs of one party and preserving the rights of all parties. It merely seeks to compel men to do that which in good conscience men should be willing to do without compulsion.

There is nothing new in the doctrine that puts a check on the engrosser who forestalls the market. The practice was prevalent before the days of Christianity and the penalty for it was severe. Mr. Newlands' act is a modern revival of an old regulation.

Perhaps the means first broached may be neither wise nor efficient, but it is along this road that we must beat the brush if we ever expect to find a sane remedy, or even hope to remove a point of friction that has sorely chafed the good temper of the people.

Effect of the Reno Rate Decision

DISTRIBUTERS and producers in the Pacific coast cities are trying to make up their minds as to what extent they are helped or hurt by the recent decision of the interstate commerce commission relative to freight rates for intermountain points such as Reno and Spokane.

The commission does not accept the straight mileage basis for fixing rates, and continues, for the benefit of the coast cities, the allowance of differentials between points where water competition with the railroads is effective, but there is a material reduction of the advantage hitherto accorded to the coast jobbers and the business will have to be done on closer margins.

Commissioner Lane, in his decision, points out two results:

> With the introduction of a policy which removes from these interior points in some degree the disadvantage under which they have suffered with relation to eastern points of production it will become a matter of moment to the coast cities to avail themselves fully of the ocean as well as develop industries upon the Pacific coast itself which will compete with the industries of the east for the interior trade. That which has been done in the middle west within a generation may certainly be accomplished upon the Pacific coast, so that there may come about a competition between real producing markets as well as competition between jobbing houses.

The decision will unquestionably, as Mr. Lane says, stimulate competition by sea, and the coast jobbers, with the important advantage due to this traffic, should be able without difficulty to hold most of the present business and even increase it on certain lines. The effect on the railroads will be just the reverse. To the extent that this decision compels shipments by sea the railroads must lose business. In fact, it looks as if the railroads would be the chief losers by the decision.

The fact is that the rule now laid down cuts at the root of the long haul system which the railroads have for years assiduously cultivated, and this condition will become more marked after the canal is opened. It is time that the railroads began to reconsider their policy and pay more attention to local business originating at coast points.

As for the possible effect on manufacturing industry hinted at by Mr. Lane that is a matter still on the knees of the high gods.

Wishing the Senator Good Luck

ONE sees with concern a distressing period ahead of our Senator Works, who will be called upon singly or with such help as he can get from Uncle George Perkins to man the breastworks erected by Frank Flint to guard the duty on lemons. We seem to see the forces gathering for the assault. The villainous importers back in New York are already throwing out their skirmishers and threatening the position. A vigorous propaganda is afoot, by which the ignorant and prejudiced masses of the ultramontane region are beguiled with vicious statements that the only beneficiaries of the tax are "ten or a dozen millionaires in California," and, worse yet, we learn from the same source that the industry is in the hands of "tens of thousands of Japanese soldiers, who exclusively monopolize the labor of the California lemon orchards."

People who talk in this unprincipled way are quite capable of making bargains by which one tariff schedule is traded off for another. The practice is not new, and Senator Works has very justly condemned it in the most public manner.

Now, while Uncle George Perkins, being of the unregenerate, might fly to this resource to save lemons, it seems as if Senator Works would be precluded from any defense not found within the four corners of abstract philosophy. But the senator would rather be right than bring home the bacon. We wish him luck and a good deliverance from the eastern bargain fiends.

ELECTRIC ROADS PLAN QUARTERS

Linemen to Have Building To Care for Wires and Tools

THE Southern Pacific will soon erect linemen's headquarters at Second and Webster streets, Oakland, for the repair crews employed along the newly completed electric lines on the other side of the bay. There will be, in addition to the quarters for the men, storage space for repair wagons, stalls for horses and a place for an automobile repair truck. The building will cost about $15,000.

The auto truck used in repair work is to be an electric auto tower wagon, equipped with a changeable rim, which will make it possible to operate the truck with equal facility either with rubber tires on the streets or with steel rims on the car rails.

For the repair work along the electric lines in Berkeley, where the grades are comparatively heavy, the company will use a gasoline tower wagon.

With the electrizing of other lines of the Southern Pacific, the officials will plan buildings for linemen's headquarters at the necessary points.

* * *

Through its local agent, C. W. Colby, the Erie railroad has announced that authorization has been given for the purchase of the following new equipment: 1,000 steel hoppers, 1,000 steel gondolas, 500 low drop end gondolas, 500 flat cars, 1,000 box cars, 200 refrigerator cars, 300 automobile cars, 10 through passenger coaches, 25 open vestibule coaches, 5 combination baggage and passenger cars, 35 Mikado engines, 5 Pacific engines and 20 switch engines.

Answers to Queries

MINERAL LANDS—K. W. J., City. What parts of California are still open to those who wish to take up mineral lands or prospect for precious or base metals?

Address a letter of inquiry to the United States land office in any of the mining districts or to the general land office, Washington, D. C.

* * *

THE GJOA—J. B., Tiburon. Was there ever a vessel called the Joa? If so, tell something about her.

There is a vessel called the Gjoa, which is now on exhibition in Golden Gate park, San Francisco. This vessel, under command of Captain Roald Amundsen, in 1906, was the first one to accomplish the northwest passage. The Gjoa is a gasoline walrus sloop.

* * *

RECEPTION DAYS—Inquirer, City. How many general public reception days has the president of the United States yearly?

There is no general public reception by the president except on New Year day. Visitors having business with the president are admitted from 12 to 1 o'clock daily, except on cabinet days, as far as public business will permit.

* * *

RELICS—O. F., City. What is the value of a newspaper published in San Francisco, March 15, 1848, a picture of the first schoolhouse that was built on the old plaza, and a rosewood table that was once owned by James King of William?

These have no market value. Advertise them in The Call and possibly some one willing to be possessed of them as mementoes will make an offer.

* * *

ENDOWMENT—Subscriber, City. If a man has an endowment life insurance policy made out in favor of his wife, and the husband borrows money from the company on the same and has some one sign for the wife on the application in conspiracy with the husband, what would they be guilty of?

Forgery, if the signature was without the consent or knowledge of the wife.

* * *

NEWSPAPERS—J. A. D., East Oakland. Will you please explain why it is that some of the news items in different editions of newspapers are not always the same? I have seen in one edition an item half a column in length and in another edition of the same date the same item less than a quarter of a column in length.

Sometimes it happens that important news comes into the office at a late hour and, in order to make room for it, the items that appeared in the first edition have to be cut down.

* * *

ICE PAN—G. S., Point Reyes Station. Will you kindly tell me what the phrase "floating on an ice pan" means?

"Ice pan" is the term used by people in the vicinity of New Foundland, and is a local name for an ice floe. "Floating on an ice pan" means being carried on an ice floe.

* * *

WIDBER—Sub., City. What position did August C. Widber hold in San Francisco at the time he was charged with embezzlement of public moneys?

Treasurer.

* * *

FURNITURE—D. V. L., Fresno. Mr. Brown lends his wife some portion of the household furniture for use in a public theater. Is there any law in California that can prevent a wife from lending the furniture?

You are respectfully advised to consult an attorney.

Abe Martin

What's become o' th' bible that you used t' see on th' settin' room table from th' side walk in th' ole days? Th' more most fellers think they amount t' th' harder it is t' read ther writin'.

Uncle Walt THE POET PHILOSOPHER

WALT MASON

WOODROW WILSON

One more illustrious recruit has joined the shining talksmith band; the people heard his larynx toot across this sad talk ridden land. He talked upon the eastern shore, he talked beside the western sea, the prairie lands have heard him roar the platitudes that make men free. He talked so loudly as he went that people said: "This noisy man is just the stuff for president, and we'll elect him if we can." And I've no doubt that he will win if ever he should have the chance; for he who makes the loudest din is always certain to advance. I'd like to see before I croak one president of giant size; some man who left a trail of smoke and scrawled his name across the skies. Some builder who has laid his rails across the desert and the hills; some strong man who has filled the vales with clanging of a hundred mills. The labors of the builders can but little please the voting host; we heap the honors on the man who talks the loudest and the most.

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The Morning Chit-Chat

RUTH CAMERON

"BUT if we go over on the boat, what will we do about the carriage we ordered to call for us?"—First girl.

"We won't do anything. Just let him come up. We'll be gone before he gets here."—Second girl.

"But he'll charge us just the same."—Third girl.

"How can he if we are gone?"—Second girl.

"Of course he can't. And he always sends a little boy up, and those little boys might just as well be riding around as loafing in the stable."—Third girl.

That is a conversation among three young girls which I overheard the other day.

Yes, actually. Of course I haven't it word for word but that is the substance.

No, they were not ignorant, conscienceless creatures of whom you might expect anything at all.

On the contrary, they were well bred, refined girls, college educated and presumably in the habit of doing what they thought was right.

And yet only the decision not to go in the boat after all prevented them from cheerily carrying out the plan outlined in that conversation.

Isn't it extraordinary how often you will find similar examples of a complete lack of a sense of business honor among well bred and intelligent women?

The shampoo lady says that the nicest of her patrons seem to think nothing of canceling an appointment so late that it is impossible for her to sell her time elsewhere.

Dressmakers tell me that they very often lose a day's work in this way.

Every one knows how women who do not want to buy and yet dislike to say "no" to the clerk will often have an article sent out C. O. D. or on approval without the slightest intention of keeping it. If you told them they were morally stealing a sum equivalent to the expense of having the article wrapped and sent they would be very indignant. And yet they certainly are.

There are many kinds of thieves in the world. For instance, there is the poor shoplifter who gets jailed for stealing 25 cents' worth of ribbon from a huge department store, and there is the wealthy woman who isn't jailed for stealing a sixth of her poor dressmaker's weekly income.

Am I too harsh?

Perhaps so. Perhaps the sex that has known so little about business for so many centuries can not be blamed for not having a keener sense of business honor.

And yet—well, surely our sex has not been barred from a study of the golden rule, and it seems to me that an understanding of "As ye would that men should do to you" and a sense of business honor are pretty closely related.

Ruth Cameron

Unselfish

Harry—You do look nice in that frock, dear, but it cost me a heap of money.

Mrs. Harry—You deaf old boy! What do I care for money when it's a question of pleasing you?—London Opinion.

Now They Don't Speak

Maud—Charley is so poetical. When I accepted him he said he felt like an immigrant entering a new world.

Ethel—Well, there's sense as well as poetry in that. Wasn't he just landed?—Boston Transcript.

PERSONS IN THE NEWS

LE COMTE DAVIS, an attorney of Los Angeles, who is associated with Clarence Darrow in the defense of the McNamara brothers for the alleged blowing up of the Time building in Los Angeles, is registered at the Palace.

* * *

REV. GEORGE LAUGHTON, pastor of the First Baptist church at Owosso, Mich., is at the Stewart. He will occupy the pulpit of the First Congregational church in the absence of Rev. Charles F. Aked.

* * *

F. C. KELLY, who is in charge of the Armour Packing company plant at Fresno, is a guest at the Baldwin.

* * *

CHARLES O. NOURSE, a financier of Los Angeles, is at the Palace with a party of friends.

* * *

E. P. HOWARD, an oil operator of Vancouver, is among the recent arrivals at the St. Francis.

* * *

E. C. FARNSWORTH, an attorney, and Howard G. Parish of Visalia are guests at the Palace.

* * *

W. G. CORBALEY, a contractor of Eureka, is among the recent arrivals at the Palace.

* * *

W. CURTIS, an oil operator of Bakersfield, and Mrs. Curtis are staying at the Baldwin.

* * *

H. H. WIENDIECK, a jeweler of Red Bluff, registered yesterday at the Union Square.

* * *

W. S. TUTTLE, a capitalist of Sacramento, and Mrs. Tuttle are staying at the Turpin.

* * *

LIEUTENANT AND MRS. DALRYMPLE of Scotland are staying at the Fairmont.

* * *

RODERICK L. MACLEAY, a capitalist of Portland, is registered at the St. Francis.

* * *

EDGAR NEWHOUSE, a capitalist of Salt Lake City, is staying at the Fairmont.

* * *

C. KYTMER, secretary of the Victoria hotel, Chicago, is a guest at the Manx.

* * *

H. M. JOHNSON of Fresno is staying at the Von Dorn with Mrs. Johnson.

* * *

J. F. MOREHEAD, an orchardist of Chico, registered yesterday at the Turpin.

* * *

H. J. LOWELL, a merchant of Westport, Cal., is staying at the Stanford.

* * *

O. J. BELLVILLE, a real estate man of Sacramento, is at the Cadillac.

FRANCISCO DUENAS, minister of foreign affairs of the republic of Salvador, is visiting this city. He was entertained yesterday at lunch at the Palace hotel by J. Blum, a coffee planter of Salvador.

* * *

GEORGE H. BARTON, director of the Teachers' School of Science at Boston, is at the Stewart with a party of teachers. They are making a tour of California.

* * *

WILLIAM F. WULF, J. L. Musick and Edward C. Hirsch, merchants of Crescent City, are at the Union Square.

* * *

F. M. BELL of New York and Mrs. Bell are registered at the Bellevue.

* * *

C. F. ZOERB, a manufacturer of Stockton, is registered at the Manx.

* * *

C. T. FOX, a newspaper man of Bakersfield, is guest at the Stanford.

* * *

W. J. HANLON, a merchant of Los Angeles, is staying at the Turpin.

* * *

W. G. PALMER, a merchant broker of New York, is at the Palace.

* * *

M. CURRY of London and Mrs. Curry are guests at the Bellevue.

* * *

W. McPHERSON of Howell, Mich., is staying at the Victoria.

* * *

D. G. CALLAGHAN of San Jose is staying at the Victoria.

* * *

MISS H. DANIELS of Boston is staying at the Bellevue.

* * *

MRS. G. H. HUTCHINSON of Fresno is at the Bellevue.

* * *

A. RUFFO of Mexico registered yesterday at the Victoria.

* * *

W. E. OSBORNE of Woodland is staying at the Colonial.

* * *

DR. E. ALLEN of Los Angeles is staying at the Cadillac.

* * *

E. PROOPS of New York is staying at the Manx.

* * *

W. HORTON of Placerville is at the Colonial.

* * *

D. FRANCIS of Los Angeles is at the Von Dorn.