

The San Francisco Call

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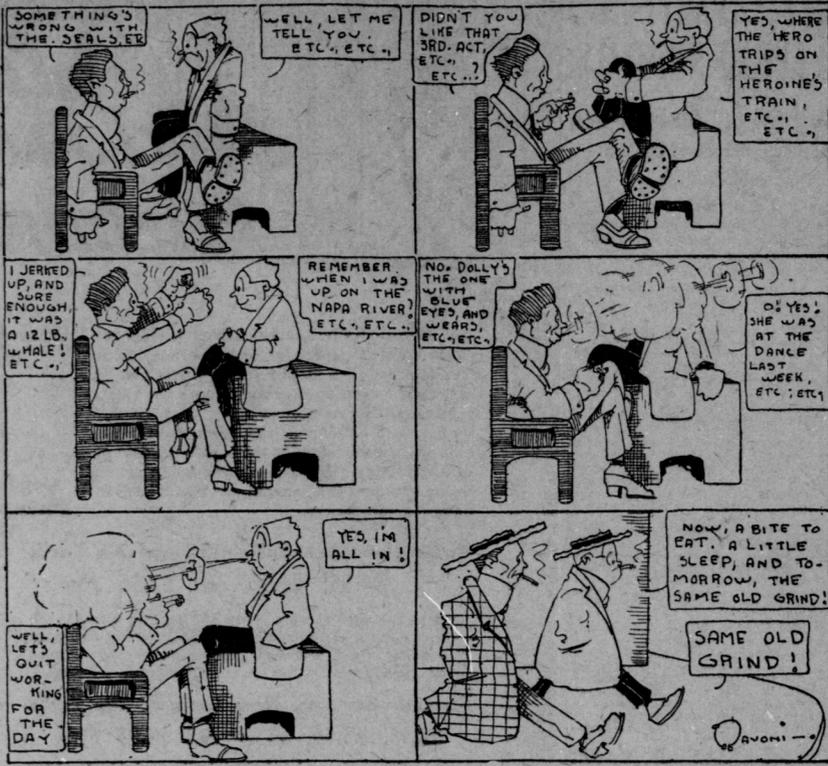
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A Day With the Sons of Rest



Uncle Walt THE POET PHILOSOPHER

I saw two bruisers in the ring, and watched them biff and heard them bing. Two humans much like wild beasts grown; their heads were largely made of bone; each had a bobcat's vicious face; they represented all that's base. They were not stirred by martial fire, nor were they full of manly ire; they fought to win the golden bone; they slugged for cash, and cash alone. I watched the blow, I heard the thud, and saw the fighters streaked with blood; I heard them gasp and moan and snort, and sighed: "Great whiskers! Is this sport?" A bard must thump his harp in vain; he can't produce a sounding strain about a sordid scrap like that; the theme is bald and pale and flat. Macaulay well might write his lays of fighting men of olden days, who held the hedge against a host, and then became the Roman boast. And Homer had an easy snap; a poet can embalm a scrap when they who fight are after fame, or glory because they love the game. But where's the bard to twang a lyre with any show of zeal or fire for low browed bruisers of the sort that fight for scads and call it sport.



WALT MASON

The Morning Chit-Chat

YOU are angry. "Hurt," you call it. As a matter of fact, that way of expressing it is merely a graceful fashion of implying that the blame of your disgruntled state of mind belongs with some one else. And in the absence of the friend who has angered, or rather "hurt" you, you are going over in your mind your side of the case. You mentally rehearse what you would like to say to her. "I had a headache when I got up and yet I worked hard all day," you justify yourself. "And then everything went wrong. Then I walked way down to the dressmaker's in the broiling sun and she disappointed me, and then just as I was trying to get a little nap, that woman from the church called to ask if I wouldn't give something for the next supper, and to cap the climax, the meat for dinner was bad and I had to walk way down to the market for more and the man was rude to me. So when she called me up, I was just as tired and nervous as I could be and my head was simply splitting. And to have her say that she thought I ought to do something more on that committee, was just the last straw. When you think of what I've done already. And now she thinks I ought to say I'm sorry I spoke out as I did. Goodness, I think it's she that ought to be sorry. And I thought she was fond of me. If she knew all I've been through with today and all I've done on that old committee, I guess she'd feel ashamed of the way she spoke." Such is your natural train of thought. From it you emerge more "hurt" than ever and more determined not to say you are sorry, but instead to extort such an admission from her. I know, you see, for I've traveled on the same train. But listen, my friend. From the same station from which that train departs, another one goes out at the same moment. Very few people take it, so if you do, you will have a novel experience. It is the train of thought that leads into the land of the other side of the question. That is, instead of trying to marshal all the conditions that make you excusable, this time you are to try to marshal all the conditions that make your friend excusable. You are to say to yourself, "She is really much more tired than I am. She works under a terrible strain all the time in that hurried, noisy, hot office. Besides, this is just the last week before her vacation and she is at the end of her rope. And then, she has had that anxiety about her mother the last few months. I suppose, too, the chairmanship of that committee was altogether too much for her to have to do, and besides she didn't really know how much I had done. It was easy to see from what she said that some one had deceived her or made a mistake. So I suppose she thought she was being perfectly reasonable and when I snapped out so, she felt that I was unjust. And then, she didn't know how tired I was and that I had a headache and, anyway, she may have had a terribly hard day herself. So I suppose she has some reason for thinking I ought to say 'I'm sorry.'" Altogether, your grievance has a very different aspect when you emerge from this train of thought, hasn't it? Which train will you take, my friend? Yes, it certainly requires more courage and altruism and more of a sense of justice and fairness than the average person has to climb into that second train. But, surely, you are glad of an opportunity to prove that you have all that? Ruth Cameron



RUTH CAMERON

Taft Will Deal Fearlessly With Tricky Legislation

WHEN the last congress was preparing to slaughter Canadian reciprocity, and the standpat and progressive leaders were laughing at Mr. Taft, the president quietly notified these gentlemen that if reciprocity failed at that session he would convene congress in extra session to consider the measure. The politicians ridiculed the idea. It was nonsense. They declared that Taft would not dare do it—that it was a presidential bluff. They sagely indicated that the incoming house would be democratic. It was pointed out to him that, even if he succeeded in working his measure through the democratic house and through the senate by a democratic combination, another combination in the senate of La Follette republicans and democrats would "job him" and put the administration "in a hole." Taft was warned that these forces would rush tariff amendments before him which he could not approve. He was told that he might expect La Follette and the democrats to combine to pass measures appealing to the popular car which they knew he would be compelled to veto, and which, in fact, he ought to veto, because he would not have the facts to act intelligently or because the propositions were utterly wrong. It was prophesied that they would attempt to ruin him with the people. Taft did call the extra session. He was not politician enough to dodge, and was too much in earnest to be afraid. He had just passed through a long siege with a reactionary congress without becoming a reactionary himself, and, to the surprise of every one, had managed to crystallize into law many good measures. Such a trifling matter as a democratic house and a senate with a hostile hybrid majority that would go to any extremes to injure him held no terrors for Taft. He believed that the good of the country required reciprocity, and that was enough for him. The extra session has resulted in the passage of the measure it was convened to consider, and now he is confronted with the tricky legislation against which we were warned. It is intended to encompass his political downfall. He understands the situation fully. What will Taft do? He will, without the slightest hesitation, do whatever he conceives to be his duty, regardless of personal interest. If the measures are just and worthy measures, calculated to serve the people, he will sign them, no matter whether the author is a democrat or even La Follette, who just now has a feverish desire to destroy Taft. If the measures are hastily drawn, inconsiderate and harmful, if they are unjust, he will veto them without a thought as to how his act may be misinterpreted by the people or misrepresented to them. Mr. Taft has repeatedly declared, in no uncertain terms, that the wool schedule of the Payne-Aldrich bill is indefensible. It is well known that when congress convenes in regular session he will have the essential facts furnished by the tariff commission and that he proposes then to make a definite recommendation for a definite reduction of not only the wool schedule, but every other schedule that careful investigation may disclose to be improper. Mr. La Follette knows this; every man in Washington knows it, and the people with this knowledge are not going to misunderstand the political jockeying and trickery of La Follette that designs to steal the president's thunder, anticipate his repeatedly declared intention and pass up to him a bill with a hair trigger regulation, conceived in politics, based on hatred instead of facts and intended not to serve the people, but to make headway for La Follette's political ambition. It is too bad that this is so—too bad that La Follette should sacrifice his reputation for sincerity, which we have never before questioned, but which many wise men have long doubted, in a hasty, ill considered and ill tempered struggle for office against a man who is calm and brave in a crisis when La Follette would be excitable and rash. If the president feels called upon to veto any of these measures it is to be hoped he will in a few terse, trenchant sentences make clear his exact position.

It begins to be understood that the effect of the recent interstate commerce decision affecting rates from the east to Reno and other intermountain points is more injurious to the overland railroads than to the jobbers of the Pacific coast cities. The most important result of that decision must be to stimulate freights by the sea routes, and the wholesale dealers of the coast will be compelled to this alternative in self-defense by the denial of the differential which hitherto the railroads have allowed in recognition of the geographical facts. The long and short haul clause of the act of congress which seeks to put railroad rates on a strict mileage basis is nothing better than an attempt to repeal a law of nature which has decreed that it costs less to carry freight by water than on land. Thus the Portland Oregonian, urging the merchants of that city to avail themselves of the water route, goes on to say: The completion of the canal may render it unprofitable to haul freight across the continent by rail. When it originates within a certain distance of either coast it will be hauled by rail to that coast for transportation by water to the other coast. There will be a midcontinent zone which will

have long rail hauls to either coast. The bulk of the traffic will be from interior towns to seaports on one coast and from seaport to interior towns on the other coast. The coast towns will become more than ever the mercantile centers of the country, gathering goods for transshipment by sea or land. As Commissioner Lane says in his decision: They are rendered secure as entrepôts of commerce by the presence of the ocean, so long as they choose to avail themselves of its advantages. There is much reason for the belief that they have at times chosen to forego these advantages in the expectation that they would be made secure by the rail carriers in the possession of a large distributing market in the interior."

A simple sum in arithmetic demonstrates the situation as far as San Francisco is concerned. The base rate for railroad transportation across the continent is around \$15 a ton. The rate by the isthmian routes of Panama and Tehuantepec is \$8 a ton. After the Panama canal is opened the water rate will be around \$5 a ton. These figures justify the differential that the railroads have hitherto given to the coast cities, and if that allowance is forbidden the result must be that the railroads will lose a large part of the overland trade. The coast jobbers will be compelled to change their commercial routes to meet the new requirements, but there is no reason why they should lose any business. They will, in fact, be compelled to buy in the Atlantic coast commercial and manufacturing centers and will do as little trading as possible with Chicago and the middle west cities. The decision will cause some disturbances of existing lines of trade, but not to the disadvantage of the coast.

J. A. FILCHER, who has made a business of attendance on all the important national expositions, recommends that the counties of California should have their several exhibits housed in one great building in 1915. It is beyond dispute that the most impressive showing can be made in that way, and Mr. Filcher reports a general sentiment throughout the interior in favor of this plan. The Visalia Times strongly indorses the proposition mooted by Mr. Filcher. Colvin B. Brown, who has been traveling in this state in the interest of the exposition, reports that the sentiment in favor of county exhibits under the special tax plan meets with virtually universal acceptance. Mr. Brown is quoted in the Stockton Mail: The exposition will give to San Joaquin county the greatest opportunity that has probably ever come to it to advertise its resources to every part of the world. Were the county to attempt to finance a plan for a publicity such as will be afforded gratis by the exposition it would find that it would cost millions of dollars. San Joaquin county here has a chance to make all of the millions raised by San Francisco and the state her own capital for advertising purposes. The exposition management thoroughly realizes that San Francisco can not get her investment back out of the exposition during the exposition period. Unless a permanent and great good accrues to the counties the exposition will be a failure. It is already known that the countries of Europe and Asia and the orient and Latin America particularly, will participate in the exposition to an extent unprecedented at previous expositions. It is believed that this will be true of the states, and particularly the states of the middle west and Pacific coast. It will not do that any other state or any foreign country shall make a display that will exceed the display made by California. No other state or country can begin to equal California in the variety and extent of its resources of high commercial value. Now comes the chance to show the world that this is a fact. The indications are that the joint and several exhibits of the California counties will constitute the most industrially impressive display in the whole exposition. There is no other country that can produce such a variety of products.

THE invention of the submarine seems likely to revolutionize naval warfare, as appears from recent operations of the Atlantic fleet off Newport. The submarine torpedo boat is not new, but apparently its effectiveness has been matter of doubt until the time of the recent practical demonstration. These boats did not cut any figure of importance in the engagement between the Russian and Japanese fleets, and the lesson of that battle was that the big gun ships were supreme. But in the war game off Newport the fleet under command of Admiral Osterhaus was successfully approached at night by seven submarines supported by destroyers. A correspondent writes: The submarines succeeded in passing directly under three of the battleships without being observed, and in an actual battle would have inevitably torpedoed and sunk the big vessels. The other battleships were all approached within torpedo range by the destroyers. The inference is that with the fleet of small and purely defensive vessels under his command Eberle would have been able to put the whole fleet of battleships out of business if it had been a fleet of foreign and hostile ships approaching our coast for the purpose of an attack. A British naval authority predicted some time ago that in time of war the big battleships would be compelled to stay in harbor under the guns of the land defenses for fear of being beset by torpedo boats, but it seems as if, with the present perfection of the submarine, the attack could be pushed right into the harbor of refuge, unless the entrance were barred by booms or other obstructions. Of course this is all theory, and no American commander would consent to be bottled up in that fashion, but he would go out to meet the enemy with a full sense of the new and terrible risk created by the use of submarines. As matters stand the building of huge dreadnoughts looks like putting most of our eggs in one basket.

DECIDUOUS FRUIT LATE THIS SEASON Shipments So Far Show Falling Off Compared to 1910 Business THE deciduous fruit shipments from California, as measured last week, are only about half as great as in the previous year. The crop is late and is just now beginning to move in great volume. The figures show that up to July 25 of this year only 1,647 cars had gone east, as against 3,513 by that time in 1910. Since July 22 the shipments have been: 137 cars of peaches, 161 cars of plums, 237 cars of pears, 40 cars of grapes. A decrease in casualties on interstate highways during the quarter ending March 31 is shown by the accident bulletin for that period just published by the interstate commerce commission. It says that 2,124 persons were killed and 18,430 injured during the quarter, including 706 employees killed and 19,974 injured. This is a decrease of 229 in the number killed, 2,908 in the number injured, as compared with the corresponding quarter of last year. As the result of the comments and suggestions of Samuel M. Felton, president of the Chicago Great Western, the Chicago Association of Commerce is considering the question of sending a committee to London to study the methods in vogue there of firing locomotives and the use of smoke preventing devices. C. M. Lefey, general manager of the Western Pacific, has returned from Salt Lake City, where he went with President E. T. Jeffery.

Answers to Queries TUBALAI—J. E. T. Alturas. Tell what you can about Tubal, South Sea Islands, population, etc. Tubal or Austral is one of a group of islands in the South Pacific ocean, south of the South Islands and Low Archipelago. The principal islands are Yavutu, Tubal and Obetero. They are French possessions. The population is about 30,000, mostly Polynesians. THE AUTHOR'S NAME—Subscriber, City. A reader of this department informs me that the following lines, I have an aunt old and hoary, And a little old book has she, And that book a leader Withered and old as she, are a translation of the first verse of a little German poem entitled, "Das Blatt im Buche," by A. Grim. SHERIFF FINN—Subscriber, San Francisco. With what political party was Thomas F. Finn, incumbent sheriff, affiliated before joining the union labor party? REPUBLICAN. EXPORTS—H. W. W., City. To whom shall I apply for certificates of exports and imports as to the states of California and the chief ports of the Pacific coast? To the collector of the port at the custom house. HYMN—B. R. H. Los Gatos. Strictly speaking, has the United States a national song or anthem? No. AUTOMOBILE RACE—A. S., City. Who won the automobile race from New York to Paris, France? Those who rode in the Thomas car.

Abe Martin A roller towel wouldn't be so bad if th' landlord changed th' firm oftener. Knowin' all about baseball is just about as profitable as bein' a good whitt'.

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PERSONS IN THE NEWS F. E. BUGBEE, an orange grower of St. Augustine, Fla., is at the Union Square. Mr. Bugbee intends to visit the principal orange groves of California with the view to ascertaining the methods employed by California growers. M. B. CUTLER, president and general manager of the Tonopah and Goldfield railroad, and W. D. Forster, traffic manager, are guests at the St. Francis. MRS. FANNIE LAUDMANN and Miss E. Laudmann sailed Thursday, July 27, on the Prinz Friedrich Wilhelm, from New York, for Bremen. LIPPMAN SACHS returned from a two months' stay at Lake Tahoe with Mrs. Sachs yesterday and took apartments at the St. Francis. REV. GEORGE D. LOWRY, a missionary of Delaware, O., is at the Stewart with his family. He is on his way to China. C. H. WELDEN, connected with the Pacific States Telephone and Telegraph company of Portland, is at the Victoria. NUBERT UNDERBERG-ALBRECHT, a member of parliament from Babelnberg, Germany, is a guest at the Fairmont. MAJOR SPONG, a retired officer of the British army, who served in Africa, is at the Palace with Mrs. Spong. R. S. SPRINGER, a merchant of Stockton, is among the recent arrivals at the St. Francis. H. J. FROST, a manufacturer of fishing tackle, is at the Palace registered from New York. And yet, the facts haven't changed a bit—only your way of looking at them and for them. Which train will you take, my friend? Yes, it certainly requires more courage and altruism and more of a sense of justice and fairness than the average person has to climb into that second train. But, surely, you are glad of an opportunity to prove that you have all that? Ruth Cameron

PERSONS IN THE NEWS DR. E. F. MILLER of San Diego, Dr. J. L. Miller of Los Angeles, Dr. A. L. Fox of Los Angeles and Dr. E. J. Bittman of Pasadena make up a group staying at the Stewart. FORMER UNITED STATES SENATOR JOHN M. GEARIN of Oregon is staying at the St. Francis. Gearin now practices law in Portland. MR. AND MRS. W. J. O'DONNELL were among the passengers sailing on the President Lincoln from New York, July 29, for Hamburg. L. P. REYNOLDS, chief clerk of the Portland hotel at Portland, is a guest at the St. Francis. C. W. OESTING, an insurance man of San Diego, is among the recent arrivals at the Palace. FRANK B. GLENN, a rancher of Glenn, is at the Palace with Mrs. Glenn and Miss Nancy Glenn. G. HOWE, an extensive land owner of Gustine, Cal., is staying at the Stanford. THE MISSIS SHELBY of Bellingham, Wash., are staying at the Von Don. JACQUES JACQUEMENT of Paris is at the Manz with Mrs. Jacquement. H. MEULI, a merchant of Tahiti, is at the St. Francis with Mrs. Meuli. GEORGE A. VOGT of Portland is among the recent arrivals at the Mana. EUGENE J. CANTIN of New York is at the Fairmont with Mrs. Cantin. A. F. FARLEY of San Diego is staying at the Cadillac with Mrs. Farley. E. W. BARRON of Burlingame and Mrs. Barron are guests at the Bellevue. MRS. CALVIN, prominent in society of Fresno, is staying at the Bellevue. M. T. BAIBOIS of Manila and Mrs. Baibois are guests at the Arlington. GEORGE E. BAIRD of Montreal is at the Fairmonth with Mrs. Baird. DR. A. M. GALL of Jackson is a recent arrival at the Union Square. MISS D. FAIRBANKS of Petaluma is staying at the Bellevue. C. M. ADRIANCE, a rancher of Stockton, is at the Turpin. W. R. GROOM of Sacramento is staying at the Arlington. AL LEVY, a restaurateur of Los Angeles, is at the St. Francis with B. M. Singer. B. S. HIRSCH, a wholesale liquor merchant of Ukiah, is staying at the Stanford. MRS. A. HYMER of Reno is a guest at the Colonial. S. J. KELLY of Pittsburg is staying at the Adena. GEORGE J. DENIS, an attorney of Los Angeles, is at the Palace with Mrs. Denis. W. E. HARM of Marshall is at the Von Don.