

The San Francisco Call

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WITH ALL YOUR HEART

By ERNEST S. SIMPSON

Well done is wholeheartedly done. Half a heart goes only half way. It takes all of anybody's heart to do all of anything. Half a heart brings home only half a loaf.

Work or play, fight or love—do it with your whole heart if you would be the whole thing with anybody or in anything.

The wide gray zone of unsuccess between utter failure and clinched, completed achievement—it is the widest zone of all—is filled and peopled with the 50 per centers of life. Most of them are in it because what their right hands found to do they did not with all their might nor all their hearts; because walking one way they looked another; because doing one thing they thought another.

Fifty per cent will not suffice—it won't pass. Half done might as well never have been begun. In the halfway house, where most endeavor stops and stays, is the busy undertaker and behind it the crowded graveyard of the halfhearted. Only the whole heart gets by to whole success.

Divided attention heeds nothing, holds nothing. Divided purpose is not sure where it is going and so goes nowhere. The divided heart splits energy and scatters strength. A lensless light, it casts a feeble, flickering beam—projects a wavering, shadowy image.

No employer wants half a man's time or half his heart for all his time. No happiness was ever made out of halfhearted love. Nothing sound or seemly or stable was ever built out of half bricks.

Like one lost in the desert, halfhearted effort travels in a circle. Pulling now this way and now that way, it moves neither way, but curves its course between the two objectives. Aim ever at one target if you would score. March ever to one goal, drive and strive with one purpose and with all your heart if you would arrive.

Behind any human success find a heart given wholly and solely

to achieving it, an unswerving purpose, a concentrated intelligence molding all it touches to that one end and rejecting whatever it can not fit thereto. Anything may check and baffle Halfheart. Nothing definitely blocks the path of Wholeheart to his desire—over the obstacle or through it, under it or around, like the carrier ant bearing home his burden, he knows no way which leads not to that desire.

Be it a business grown from nothing to a proud empery of trade—and the explanation of it is not money nor luck nor circumstance nor easy opportunity, but the steadfast striving, the unsparing sacrifice of somebody to whose undivided heart that business was more than ought else under heaven.

Let it be a creed established, a principle demonstrated, a new and higher foothold cut for humanity's toilsome climbing up the steep to the stars—and you shall award the honor and the glory to somebody that thought with all his mind, wrought with all his heart.

Search out the secret of a home's high happiness and know that the serene, steady light of it issues out of a love that loves with all its heart—a light no darkness may dim, no storm extinguish.

Believe with all your heart if you would be believed. Wholeheart convinces by the force of his own faith—and the world turns his way; Halfheart is convicted by his own doubt—and the world turns the other way.

The baton of a field marshal or the pick of a digger in a ditch; the lever that moves the world or the hammer that drives a nail; the pen that writes a nation's battle hymn or the pen that casts up a column of figures—and there is never any doubt whether Wholeheart or Halfheart guides the hand that moves it.

With all your heart do what you do—and all the world is with you and for you.

In a letter to State Controller Nye it is urged by H. M. McDonald of Stockton that the recent legislation designed to establish the security of irrigation district bonds be given effect. As the matter stands, the act of the late legislature is nullified by the policy of the state controller and the superintendent of banks. There is some doubt in the minds of these officials whether the act is constitutional or not, and, acting in accordance with this state of mind, they have refused to accept such bonds as security for loans of state funds, or to permit savings banks to purchase them as assets. As the bonds pay from 3/4 to 5/2 per cent interest at the prevailing market prices, they should constitute a very attractive investment for savings banks if their security was established.

State Officials Refuse Irrigation Bonds

We may not pretend to pass on the constitutionality of the act under debate. The matter was submitted to Attorney General Webb for his opinion, but he refused to give a decision, saying that the "matter is difficult." Doubtless an opinion from the attorney general would not be final or entirely satisfactory in a case of this sort, and the matter will have to be settled in court.

But in the meantime it is the duty of the state officials to give effect to the law as it reads. It is not the province of these officials to constitute themselves a court of law and decide questions of constitutionality. It is their duty in a word to put the matter in such shape that a foundation for a test case in court can be laid if anybody is sufficiently impressed with the notion that the law as enacted is invalid.

The law over which this controversy is raised constitutes the governor, the controller and the treasurer of the state a body to determine what bonds shall be accepted as security for deposits of public money. If there is to be clearly the duty of these officials to act as the law directs without passing on the constitutionality thereof. That is the function of the courts.

GUESSES of all sorts are advanced to explain "the break in steel" and the sympathetic decline of prices in the eastern stock market. The disturbance is almost wholly local to Wall street, and it carries many of the earmarks of a professional raid.

Causes of the "Break in Steel"

The "argument" by which the raid is supported is based wholly on a suspicion or prediction that the federal department of justice is preparing to institute proceedings to dissolve the steel trust into its original elements. This is the merest speculation without anything tangible to support it. The facts so far as they are known tend to support the opposite theory.

The steel trust is not a monopoly. The number of independent steel manufacturers is greater in 1911 than it was in 1901. Competition in the trade has increased during the last decade, and instances have occurred in the past year where the trust so called was compelled to cut prices to meet those of independent manufacturers. The late John W. Gates was able to bring the trust to his terms in this relation.

There remains the question whether the methods of the trust have been oppressive. The steel corporation has adopted the policy of apparently full publicity for its proceedings, and there is nothing in the record, so far as known, that appears to be obnoxious to "the rule of reason" laid down by the supreme court. There remains the charge that the corporation has engaged in secret agreements with independent manufacturers to maintain prices. As to the truth or falsehood of this allegation we have no evidence, nor do we know for certain that such practices are contrary to the "rule of reason."

A similar charge might easily lie against the fruit and vegetable exchanges of California, and there are no threats that such organizations will be attacked. But Attorney General Wickshaw ought to make up his mind one way or the other without delay, and let the investing public know the best or the worst. It is the fact that steel stock is more widely distributed among small holders than any other American security, and the prevailing uncertainty is being used as an excuse to squeeze them.

ALTITUDES greater than those of the Sierra peaks have more than once been reached by the aeroplane, but experiment appears to demonstrate that the atmosphere in the neighborhood of high summits presents difficulties that do not attend flying over level surfaces. It is easily possible that mountain peaks create drafty currents and twists calculated to embarrass so frail a machine as the aeroplane in its present stage of development.

Weaknesses of the Flying Machine

The causes of aeroplane accidents are thus classified by experts: 1. Faulty construction of aeroplanes, including motors. 2. Faults of aviators, including inexperience, and careless or reckless driving. 3. Undue or unforeseen disturbances of the atmosphere. 4. Accidents due to extraneous causes, hindrance by spectators, and the like.

Probably the inherent weakness of the machine and its frail construction is the commonest cause of accident. The machine looks as if it might be torn in pieces by a strong blast of wind or by the racking action of the powerful engine that gives it motion. The material, besides being flimsy, is inflammable in the highest degree, and a single bolt or nut not driven home may mean a fatal wreck.

These inherent defects in the present construction of aeroplanes are so serious that until they are cured they must continue to nea-

rive the theories of those who see in this machine a powerful and dangerous military weapon. They are useful for scouting, but Sir Hiram Maxim's dream of 1,000 aeroplanes, each carrying 200 pounds of high explosives, is still a long way from the domain of fact.

WHETHER inspired by the passion of the relic hunter, or, peradventure, prompted by dreams of sunken treasures, or, it may be suggested, by the commonplace sense of property that gathers junk and other useless flotsam—whatever the motive may be, we observe a seriously mooted proposition to raise the lost ships of Cervera's fleet from their watery grave, where they have been rusting and rotting for a matter of thirteen years. They were not very good ships in their best days. What are they now?

Why Raise Cervera's Rusting Hulks?

If in the period of these thirteen years that have elapsed since the battle of Santiago these Spanish ships had been afloat and given the best care they would nevertheless be obsolete today. The effective life of contemporary ships of war is about ten years. After that period it does not pay to bring them up to date. It is true that this has been done in the case of the Oregon at a cost of something like \$1,000,000, but it will not be contended that the expenditure has paid as a business investment. It is all right as a matter of patriotic sentiment attaching to the splendid performance of the old ship, but the money might have been more profitably employed on new construction. Most of the other American ships that took part in the fight have been retired, and not long ago the old Texas was used as a target for the big guns of the new navy.

No patriotic sentiment clings to the battered hulks of Cervera's fleet. Let them lie in peace in Davy Jones' locker. Why clutter up the face of the earth or the broad seas with junk?

WHOLLY justifiable protest is made on behalf of the Trades and Labor council of Vallejo against the policy of printing advertisements in eastern newspapers, inviting shipbuilders, riveters and other mechanics employed in shipbuilding, to come to the Mare island yards. The forthcoming construction of the government collier Jupiter at the navy yard is made the occasion for these advertisements, and promises and inducements are held out with slight regard for probability of fulfillment.

Importation of Navy Yard Mechanics

When the collier Prometheus was built at the yard mechanics imported from the east were in many instances discharged after a month's employment, and thereafter turned loose in a way to demoralize local labor conditions.

There is, as a matter of fact, a full supply of the necessary skilled labor for ship construction to be found in San Francisco and Vallejo, and many of these mechanics are out of work. In the assignment of employment at the navy yard the men on the spot are entitled to the preference, and the importation of superfluous labor is a positive and unjustifiable injury to the local people. It is equally unjust to the imported mechanics who, after a brief spell of employment here, are left stranded without means to return to their eastern homes.

GOSSIP OF RAILWAY MEN

A. M. CUMMINGS is not alone one of Pacific has been removed with the an-

local experts of the Harriman system, but he is clever in a variety of ways. He fell into a dis-

Preparations are being made by the Transportation club for the entertain-

The California association of traffic agents left yesterday afternoon, 75

Avoid This Mistake Ticket Collector—We don't stop

All doubt that may have existed as up a ticket—Stop where? Ticket Collector—At the pawnbro-

GOSSIP OF THE STUDIOS

The galleries of Vickers, Atkins & Torrey in Sutter street were formally opened to the new season Friday with a display of paintings from the brush of the miniature artist, Edouard E. Kauffer of New York. There are about 20 pieces included, the majority of the subjects being children.

Kauffer is a native of Austria, but for the last eight years has made New York his home, where he has a charming studio in Bryant park. He is a pupil of Michael Munkacsy, who painted the famous "Christ Before Pilate," and his earlier training was received under the great painter in Budapest. He began his career as a painter of portraits, but soon after took up the work of miniatures, which has not only added to his fame as an artist, but has proved a most congenial medium for the expression of his gift.

The fact that he married a San Francisco girl has closely linked him with the good will of San Francisco, and his first exhibition here promises to attract no end of attention. Mrs. Kauffer, before her marriage was Miss Flora Kauffer, daughter of Augustin, a prominent business man of this city. The Kauffers have been spending the winter in Pasadena, making a short stay in Santa Barbara on their way up the coast. They are planning to remain here only a fortnight or so, as the artist has a number of commissions demanding his attention in the metropolis which have to be finished before the Christmas holidays roll around.

Kauffer was first induced to come to this country by the late William McMillan of St. Louis, a brother of Senator McMillan of Detroit, and his plans were made to remain for only a month or so. Instead he spent five years in St. Louis, and his miniatures have taken the place of the old family portraits in many of the ancient French houses. Apropos of this the artist said: "I find that the day of the family portrait is gradually passing. The younger generation has ideas of its own, and the life size family picture is not one of them. Nowadays, instead of the large painting so much in vogue during the last decade, the man of family has such records done in miniature form on ivory, and where once the walls of room after room were utilized for the proper hanging of family portraits, the entire collection is now confined to a dainty cabinet in one corner of a drawing room."

It is in his portrayals of children that Kauffer particularly excels. He is exceedingly fond of them, and that is patent to every child whom he meets in his contact, and through a delightful camaraderie contrives to win their confidence in no time. He has been known to ride a horse to Baker's or play leap frog with equal equality. In their presence he is no longer the great artist, but the good comrade, capable of understanding their moods and meeting them on childhood's ground, with the result that he is able to pose them successfully.

Kauffer's character delineations are finely drawn. He has the faculty of penetrating back behind the mask and discovering the real ego of his subject. His miniatures all but speak. When at work in his studio he never devotes himself to one face alone, but rather spends his combined efforts on three or four, working from one to another. Among the prominent society folk who have sat to him are: Mrs. John Jacob Astor, Miss Anne Morgan, Mrs. William H. Bliss, Mrs. Henry Payne Whit-

Mr. and Mrs. Harry G. Huber, E. Plak and children, Mrs. and Mrs. James C. H. Hopkins and daughter, Charles C. Gates, Mrs. George J. Gould, Mrs. and Mrs. James J. Hill and children, Mrs. Cornelius Vanderbilt, Mrs. George T. Shil-

Among the miniatures being shown locally is one very charming study of Mrs. McMillan, wife of the young South African millionaire who entertained Colonel Roosevelt and his party on the occasion of his famous hunting expedition in the wilds of Africa. Mrs. McMillan has had no less than 14 miniatures painted of herself by Kauffer, and the one on display here is a three-quarter length picture taken with her pet dog.

The exhibition will be open until October 7. The National Gallery of London has added to its already rich collection one of the famous Flemish masterpieces of

the fifteenth century. It is the "Adoration of the Magi," painted by Jean Gossaert, better known as Mabuse, and was purchased from the private collection of the countess of Carlisle. The subject is recently treated, and, while the colors are somewhat faded, the original richness and beauty of their quality is unmistakable. Other works of this master which are in the European galleries are "Saint Luke" in the Gallery of the Prague, "Jesus in the House of Simon" in the museum at Brussels and "The Conversion of St. Matthew," which is in the collection of Windsor castle. Mabuse belongs to the period of the renaissance by his architectural backgrounds, which are admirably conceived, but in his national types and coloring and in the spirit in which he paints he remains a follower of the gothic school.

Two small canvases from the brush of Josef Israels, who died about six weeks ago, are also shown in this gallery and are typical of the modern school of Dutch painting. Israels, who earned an enviable reputation as a painter of genre, is shown to advantage in these pictures. The smaller

company of Rochester, N. Y., for the last 10 years, is a recent arrival at the Argonaut and will remain here a couple of weeks before departing for the orient, where he will take photographs of the different parts of the country.

J. MONROE, a Port George real estate man, is a recent arrival at the Argonaut. Monroe is touring the coast and is connected with a department store of that city.

E. MANNERING of New York is among the recent arrivals at the Colonial.

F. JACKSON of Houston, Tex., is among the recent arrivals at the Belmont.

OISEN I. WILFON, a fish packer of Norway, is registered at the Argonaut.

E. B. EDWARDS of Rockford, Ill., is at the Adena with Mrs. Edwards.

B. C. CARROLL, a merchant of Salt Lake City, is a guest at the Balfour.

G. W. ANDREWS, a hotel man of Redkey, is registered at the Belmont.

J. B. LUND, railroad promoter and contractor, is staying at the Argonaut.

E. L. BISHOP, a banker of Elgin, Ill., is at the Turpin with Mrs. Bishop.

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C. A. BLAIR, a capitalist of Bath, Me., is registered at the Turpin.

DR. W. E. DOWNING, a physician of Vallejo, is at the St. Francis.

H. G. McMAHON of Oakland is at the Bellevue with Mrs. McMahon.

CARL E. BRIGGS, a capitalist of Redding, is at the Union Square.

R. C. MOORE and A. R. Salf, both of Seattle, are at the Baldwin.

A. J. PAYNE of Los Angeles registered yesterday at the Belmont.

T. PECKWITHE, a mining man of Downsville, is at the Stanford.

W. F. BOND, an importer of Paris, France, is at the Argonaut.

D. GRANT of Los Angeles registered yesterday at the Victoria.

H. T. WHITNEY and wife of Lodi are guests at the Arlington.

MISS E. C. WATT of Philadelphia is a guest at the Bellevue.

W. H. GRANT, a real estate man of Los Angeles, is a guest at the Argonaut.

MISS A. WHITEHEAD and Miss A. D. Hawks of Pittsburg are at the Argonaut.

H. McPHAIL, an oil man of Visalia, is at the Stanford.

REV. F. F. PRICE of Richmond, Va., accompanied by Mrs. Price and his two sons, is at the Stewart until the sailing of the next steamer for the orient, when he embarks for China to engage in missionary work. Miss Emma Boardman of Greensboro, Ala., is also of the party.

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