

The San Francisco Call

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A Rocky Road to Travel

West Pocket Essays

By GEORGE FITCH

THE AEROPLANE

THE aeroplane was invented by Orville and Wilbur Wright in order to give man something to die for after the north pole has been discovered and the unsafe and insane fourth of July had gone out of style. Although it is only three years since the first aeroplane flew over a fence, man are now falling out of them at a height of 10,000 feet and are getting \$1,500 a day for doing it. They are sacrifices to the science of aviation and are the first men in history to make a good thing financially out of martyrdom. It is too early yet to tell whether the aeroplane is to be classed as a vehicle, an exhibition, a weapon or a means of suicide. Sometimes it acts like all four of them combined. It is delicate affair made of wires, tubing and canvas, is driven by a hurricane produced by a gasoline engine and is operated by an aviator and a press agent. The aeroplane can fly 90 miles an hour and can remain aloft half a day. It can ascend at any desired speed, but frequently chooses its own speed in coming down. Until this little matter can be regulated aviation is not going to become much of a parlor game. By means of the aeroplane man has finally got the laugh on the attraction of gravitation. He can rise from the ground at will and can chase eagles, frolic in the zenith, play hide and seek with cumulous clouds and drop cigarette stubs carelessly down. He can skim over the forests like a chicken hawk, or can rise from earth so far that a Cub-Giant baseball game below would sound only like a far volcano. But now and then something breaks and then the attraction of gravitation gets its laugh. There is nothing sadder or more tragic than the

demonic laugh of the attraction of gravitation. Aeroplanes can now be bought for \$2,500 cash and the 1912 models show fore doors, tail lights, shock absorbers and self-starters. They will be purchased in large numbers by young desperados this winter, but most of us will continue to hang tightly on to mother earth with both feet and wait for the introduction of an automobile with a self-stopper attachment. Aeroplanes do not cost much money to build, and at present, owing to the good nature of city editors who do not charge advertising rates for young desperados, they can be operated very cheaply. But the aeroplane will never become the poor man's toy, owing to the fact that part of the necessary equipment of an aeroplane is a 40 acre field for starting and stopping purposes. Until some means of mounting a plane from the curb is devised they will not be handled by the department stores to nothing sadder or more tragic than the

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Let the Women Register at Once

WHEN, at 6 o'clock on the evening of Tuesday, October 10, the polls closed for the special election on constitutional amendments the full rights of citizenship vested in the women of California. Then and there all women in this state eligible for citizenship were invested with the right to vote on compliance with the legal conditions imposed for the conduct of elections. No official has power to deny them their right to register. Any official who arrogates to himself or usurps authority to refuse registration to a woman who has the right to qualify as an elector is taking on himself a grave responsibility for which he may hereafter be brought to account. It may easily happen that he will be made defendant in a suit for damages with expensive consequences for himself. The attorney general of the state has given his opinion that women who are otherwise qualified have the right to register at once, and this is the plain common sense of the matter. Most of the county clerks and other registration officials throughout the state have accepted this ruling or did not wait until it was made. The election board of this city undertook at the start to ignore the ruling of the attorney general, but the ground of refusal was so obviously weak that it was abandoned within 24 hours. The pretense that the board had no official knowledge of the result of Tuesday's vote did not carry any weight. Such an excuse might be alleged in mitigation of damages against officials in a suit brought for denial of a vested right, but it had no other bearing. A constitutional amendment goes into effect automatically the moment the popular vote is fully recorded and complete at the polls. The declaration of the general result by the secretary of state is not necessary to make it effective. The amendment is an act of the sovereign people, complete and perfect by itself. It cuts no figure in this controversy that women now presenting themselves for registration can not qualify in time under the election laws to vote for municipal officers of this city in November. Whether that construction of the law is correct or otherwise does not affect the right of women to register now and at once if they so desire and are otherwise qualified as citizens. The plea that the registration of women will cost some extra money is nonsense if it is alleged as ground for official refusal to execute the laws. Let the women register at once if they so desire—and let them make known the name of the official who denies them that right.

NAME IN FULL, TEACHER'S RULE

New Western Pacific Freight Agent Retains Habit Formed in Youth

ARCHIBALD GRAY, new general freight agent of the Western Pacific, always spells his Christian name out in full, as here set forth. He was born in Scotland, as were his two brothers, who rejoice in the Christian names of Allan and Andrew. The three Gray lads attended school together and always signed their examples "A. Gray." If the example was correctly done, all three claimed it; were it incorrect, all disclaimed it. So the teacher finally insisted that each should write his name in full, and thereafter blame and praise was meted out as it should have been. The future general freight agent thus got the habit and he has it to this day.

Why Irrigation Bonds Do Not Sell

DURING the recent session of the State Realty federation in this city R. L. Craig read a valuable paper on the difficulties that have attended on the marketing of irrigation district bonds. These difficulties are partly financial and partly official in their origin, and there is no matter of higher interest to all California. With respect to the official difficulties Mr. Craig said:

The superintendent of banks holds that savings banks, the greatest probable purchasers of the bonds, can not buy them. He is nullifying a perfectly plain provision of the statute. The governor, controller and state treasurer determine the bonds which shall be accepted by the state treasurer as security for state money. An application for a deposit of state money on Turlock irrigation district bonds (securities upon which the interest has been promptly paid for nearly ten years) was made by a San Francisco bank nearly sixty days ago. The application has not yet been granted. Write the superintendent of banks, asking him why he will not permit savings banks to purchase irrigation district bonds. Write the governor, the controller and the state treasurer, asking why Turlock irrigation district bonds have not been accepted as security for a deposit of state money. We suspect that it will take further legislation to straighten out the official mind. A foreign fragment of constitutional law is stuck crosswise in the official brain and it will require a surgical operation to remove it. The law is further financially defective in that it prescribes that the bonds shall not be sold for less than par. A provision of this kind is always fatal in the case of new securities seeking a market. The result is that the districts engage in trades and bargains with contractors, under which the law in this relation is evaded by the specification of a nominal par price for the bonds. In a transaction of this sort the seller always gets the worst of the bargain, and, the whole trade being of doubtful legality, the contractor takes considerable risk. It is another example of effort to fix prices by law. That always ends in either fraud or failure and sometimes in both. If the legislature will take a common sense view of the situation the matter can be straightened out. If the official obstruction were removed the bonds would probably sell in open market for more than par, but until that is done it is useless to fix by law an arbitrary price for these securities.

Up Against It

The staff humorist approached the editor with a lugubrious face and his resignation. "Why, you are doing all right," said the editor. "What's the trouble?" "Well, you see, sir," replied the staff humorist, "it's this way. I got married a few weeks ago, and now if I print a joke about wives my wife thinks I mean her; and if I mention a mother in law, her mother comes around and raises the roof. Then, too, one of my wife's brothers is a plumber, another an ice man and the third is a coal dealer. More than that, she has a half brother who is a book agent, and they are all big, husky fellows with ugly tempers. If you don't mind I'd like to retire from the humorous department and take a position as obituary editor."—Boston Transcript.

A Good Reason

"Why didn't you ask for your transfer as you entered the car?" demanded the conductor. "Because I saw a seat and wanted to get it before the man behind me could get to it," the woman replied, calmly.—Buffalo Express.

Abe Martin

Conditions in Lower Market Street

CONDITIONS in lower Market street after the fire are still in memory. For months the principal thoroughfare was made impassable by the excavation of a main sewer and the injury to business resulting therefrom was great. It is proposed now to bring back these conditions in some part during the construction of a sewer that will block most of the street and make business and transportation difficult, roundabout and otherwise expensive. This trouble can be avoided by constructing the sewer as a tunnel without disturbing the surface of the street and the only objection to this plan appears to be that it would impose an additional cost of some \$7,500 for construction. The Call believes that it would be a mistaken economy to refuse to spend this money for the advantage of the business interests concerned. The obstruction of the main thoroughfare for an indefinite period would cost a great deal more than \$7,500 in the additional expense of transportation and the general obstruction of business.

Varieties of Scenery in California

Mr. McCormick of the Southern Pacific, never misses a chance to say a good word for California, and as he knows the state from Siskiyou to San Diego and back again, what he says is intelligent and goes to the mark. Mr. McCormick is being telling the Chicago Tribune about the San Joaquin valley and its marvelous potentialities, the fruitfulness of its lands under the stimulus of irrigation and the wide variety of its products, as well as its proximity to the greatest natural wonders on this continent. Thus Mr. McCormick is quoted by the Tribune:

The San Joaquin valley is the gateway to the future playground of the world. It affords access to Sequoia National park, General Grant National park, these two containing the most wonderful living wonders in the shape of big trees; to Yosemite valley, also a national park; to Kings River canyon and Kern river territory, all going to make up what is pronounced by traveling people the greatest aggregation of extraordinary and beautiful things that nature has provided. There are two kinds of scenery, the natural and the artificial. The well ordered fields and the domestic scenery of the British isles have an attraction all their own and these features are in the way of reproduction by the irrigation communities of the San Joaquin valley, pursuing a necessarily intensive cultivation that is compelled to use every square foot of ground. This variety of scenery will agreeably supplement the savage grandeur of the Sierra gorges.

Governor Harmon Sends Us His Boom

GOVERNOR HARMON of Ohio has sent a representative to California to promote his boom for the democratic nomination for president next year. It is indeed a very busy boom in one way—the way of propaganda—but otherwise it does not appear to be making much progress among the voters. The impression prevails widely that Governor Harmon is the lineal descendant in democratic politics of Judge Alton Parker, some time a candidate for president on that ticket. Parker was given the nomination by a national convention in which he had no important opposition, but it is quite unlikely that the party will repeat the vote. A recent dispatch in the Boston Transcript has this:

The advocates of the president's renomination, the men who will do field work on Mr. Taft's behalf, are in no wise worried because the editorial utterances of one or two New York papers, known to be committed to the let us alone policy, are showing hostility to Mr. Taft and are friendly to Mr. Harmon. Neither are the president's friends anxious because some of the active participants in "big business" are voicing resentment because of certain recent presidential utterances. Governor Harmon is a strong opponent of the proposed federal control of corporations, in which Mr. Taft sees the most effective machinery for dealing with the trusts. Following Mr. Taft's utterances on the subject in the Detroit speech came this reply from Governor Harmon: "Why stand by and let the general government assume to regulate state corporations because they engage in interstate commerce?" But Governor Harmon is a versatile man and he is now making appeal to the farmers. Of course, he was raised on a ranch, and he says: "My earliest and dearest recollections are those of my boyhood days and are intimately associated with farmers and farming." Still, Harmon is no farmer.

Complications Out of Chinese Rebellion

IT becomes clear that the rebellion in China is a serious business. It might be disregarded by American interests but for the fact that conditions of lawlessness in that empire involve unknown and uncertain potentialities of foreign intervention for the partition of China under pretense of restoring order. In another country the inhabitants might be left to settle their own controversies among themselves, but conditions in the Chinese empire do not supply a reasonable prospect for the establishment of a competent government to take the place of that which now holds nominal power. The capture by rebels of the great city of Wuchang, in the very heart of China and holding a strategic position on the most important river, shows how strong and well organized is the revolt. Reported disaffection in the Chinese army greatly aggravates the danger of the situation. Wuchang is the seat of government for the populous province of Hupe and is located close to Hankow on the south side of the Yangtze river. The river is navigable at that point and foreign gunboats are assembling on the water front. There is a considerable population of foreigners who are claiming protection from the naval forces of the several powers. It appears that the whole Chinese garrison of Wuchang has mutinied and joined the rebels. The present outbreak comes as the sequel of the recent rising in the province of Szechuen, which lies farther to the west on the same river. That revolt was no sooner quelled than the rebellion was renewed with greatly increased force in Wuchang. It is declared on behalf of the rebels that their single purpose is to unseat the Manchu dynasty which now professes to rule China, but should this object be accomplished the question remains in doubt whether the rebels are strong enough to institute a stable government.

Uncle Wait the Poet Philosopher

The summer's gone where summers stray—the summer gay and bright and rosy! And now the autumn's on its way to that dim bourne where autumns moesy. The flies are dead—those playful elves, whose antics made us sore and surly; and now we'll have to hump ourselves and do our Christmas shopping early. There are some duties that I hate in this dark world of woe and weeping, some jobs which make my molars grate when I'm awake and when I'm sleeping. Some tasks we have to do are bores, in life's unpleasant hurly-burly; we hate to chase around the stores and do our Christmas shopping early. That slogan's dinned into our ears by tiresome journalistic preachers until it fills our eyes with tears, for we are poor, weak human creatures. Such preaching gives us all the blues, and makes our tempers short and curly; so let us one and all refuse to do our Christmas shopping early.

THE TIMEWORN ADVICE

WALT MASON

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ANSWERS TO QUERIES

VACCINATION—R. R. Fresno. Is there any law in this state that prevents a child from attending school if the child is not vaccinated? The law provides that "within five days after enrollment every pupil in all public or private schools, or private schools including universities, colleges and sectarian schools, must file with the teacher or person in charge a certificate showing that the pupil has been successfully vaccinated within seven years, or that the pupil, if an adult, or the parent or guardian of a minor, is conscientiously opposed to vaccination. If such certificate is not filed within the specified time the delinquent shall be excluded from the school."

LIGHT—Subscriber, City. What is the velocity of light? In 1862 Foucault found that light travels about 298,000 kilometers, or about 185,200 miles per second; in 1874 Cornu found by different experiments a velocity of 299,870 kilometers a second; in 1878 Ensign A. A. Michelson, United States navy, found the velocity to be 299,740 kilometers a second. The experiments of Michelson are said to be the most reliable. Combining them all, Prof. D. P. Todd in 1880 concluded the most probable value to be 299,720 kilometers, or 186,350 miles a second.

BACK DATE—Subscriber, Oakland. On what day of the week did October 7, 1907, fall? Monday.

JUNIOR—R. O. S. City. Should a man who bears the same Christian name as his father drop the word "junior" or its abbreviation, "jr.," after the same upon the death of his father? There is no rule that requires a man to do so. Many a man during the life

GREAT EASTERN—G. W. City. Please give a description of the Great Eastern. Was it constructed of wood or iron? The Great Eastern was a ship built to accommodate 1,000 passengers, 3,000 tons of machinery, 15,000 tons of coal for fuel; length, 680 feet between perpendiculars or 692 feet upper deck; breadth, 82 feet; and in some parts 24 feet boxes; height of hull, 60 feet, or 30 to top of bulwarks; bottom flat for 40 feet in the width, where keel runs; and inside those hulls four plating, 3 feet deep, immensely strengthened, extending from end to end of the ship, 3 to 5 feet apart, and crosswise of similar strength connecting these at intervals; a double wall and screen of iron plates. The coal bunkers had four boilers each, with 42 brass tubes; there were four engines with cylinders of 14 feet stroke and 71 inch diameter. The paddle wheels were 56 feet diameter by 12 deep, with 30 space or radii. The screw engines had six boilers. The propeller shaft was 164 feet long, and in some parts 24 inches diameter, with a screw propeller at one end 24 feet in diameter. The coal bunkers held 14,000 tons. The smoke from the funnels ascended through five funnels, 12 feet high by 6 feet in diameter, some of them 18 feet long, full of water, weighed 100 tons. The steam was conveyed from the boilers to the engines through a pipe 45 inches diameter. Setting aside the nominal power, all the engines at full force were estimated to work 11,000 horsepower. There were six masts, five of them iron, carrying 7,000 yards of sail as auxiliary to the steam power. The masts, rigging, sails and large spars were mostly of iron plate.

PERSONS IN THE NEWS

ALFREDO BONINO, one of the largest land owners about Buenos Aires, is at the Bellevue. He is studying agricultural conditions in this state under the guidance of Bonino Dunlap, local consul of Argentina. Bonino's lands are devoted principally to alfalfa.

FRANK A. SCRANTON, a wholesale grocer of New York, is at the Palace with Mrs. Scranton. He has just returned from a trip to the orient.

CAPTAIN E. ANDERSON, U. S. A., of Honolulu, and Mrs. Anderson, are at the Jefferson while spending their honeymoon.

BRUCE CARTWRIGHT, an insurance man, who also occupies the consulship of Peru at Honolulu, is at the Palace.

C. S. BRIGGS of Reno and B. H. Miller, a merchant of Spokane, are among the recent arrivals at the Arlington.

GEORGE S. GREGSON, a hotelman of Santa Barbara, is at the St. Francis with Mrs. Gregson.

F. M. GRIBBLE of Seattle, who is engaged in construction work in Honolulu, is at the Palace.

A. R. FRASER, the owner of the amusement pier at Ocean park, Los Angeles, is at the Palace.

W. H. STEWART, a fruit grower of Los Angeles, is among the recent arrivals at the St. Francis.

JAMES S. McCANDLESS, a capitalist of Honolulu, is at the Palace with Mrs. McCandleSS.

G. N. FARNSWORTH, a rancher of Colusa, is among the recent arrivals at the Stewart.

C. WOOD, a real estate man of Los Banos, is registered yesterday at the Harcourt.

A. J. KELLY, a business man of Los Angeles, registered yesterday at the Baldwin.

ELWOOD WILES, a contractor of Los Angeles, is at the Palace with Mrs. Wiles.

REV. LLOYD B. THOMAS of Carson City is at the Stewart with Mrs. Thomas.

MRS. H. WATERHOUSE and Miss E. Sturgeon of Honolulu are at the Bellevue.

B. B. CARTWRIGHT, past grand patron of the Order of the Eastern Star, is at the Palace with Mrs. Cartwright. He is associated with the Pacific Electric company of Los Angeles.

J. J. EVANS and Mrs. Evans of Napa are at the Union Square. They have just returned from a European trip. Evans is a former president of the Chamber of Commerce of Napa.

G. A. HUGHES of Los Angeles, H. C. Cooper of Santa Cruz and E. C. Cartwright of St. Paul make up a group of recent arrivals at the Manx.

F. W. HARDY of Hoquiam, Wash., registered yesterday at the Union Square. Hardy is the head of one of the largest lumber concerns in that state.

H. FRIEDMAN of San Jose is among the recent arrivals at the Colonial.

F. B. KLEINSORGE of Sacramento is at the Turpin with Mrs. Kleinsorge.

W. A. MILLER, a stockman of Stockton, is at the Cadillac with Mrs. Miller.

W. A. ERNST, a real estate man of San Luis Obispo, is at the Turpin.

W. H. BAYLEY, a manufacturer of Los Angeles is at the Turpin.

C. A. BEWLEY of New York registered yesterday at the Colonial.

G. O. SPURRIER of this city is at the Arlington with Mrs. Spurrier.

C. E. GREGORY, a real estate man of Winters, is at the Stanford.

D. E. FINDLEY and daughter of Moamouth, Ill., are at the Cadillac.

J. H. WOOD, a merchant of Minden, Nev., is at the Stanford.

R. D. MILLER, an automobile man of Buffalo, is at the Bellevue.

F. J. KIERNAN, an oilman of Coalinga, is at the Baldwin.

D. G. OVERALL, a rancher of Visalia, is at the Stewart.

E. W. BICKFORD of Stockton is at the Jefferson.