

The San Francisco Call

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Why Not a Permanent Symphony Orchestra

Why not a permanently endowed orchestra for music loving San Francisco? For the first time in a good many years this city has a real symphony orchestra through the efforts and subscriptions of a group of citizens interested in the most appealing of the arts and through the fortunate combination of circumstances that permitted us to secure the distinguished services of Mr. Henry Hadley, who excels both as composer and leader. We ought to arrange to keep together the splendid body of musicians which he has drilled into a state of unquestioned efficiency—we ought, indeed, to keep Mr. Hadley, make it an object for him to remain at the head of this organization.

It would be as good an investment as San Francisco could make. Already we have something of a reputation for musical taste and discrimination and if we had an orchestra of the symphony class and proportions so established as to give frequent concerts at popular prices that reputation would be immeasurably enhanced. At the same time our people would be given the opportunity, which they apparently desire, to hear music of the finest kind rendered in the best possible fashion.

The subscription plan appears to be the only one possible at present, and it is, at best, precarious. To insure permanency and to keep a musician of Mr. Hadley's rank there must be something more secure in the way of a foundation. That may some day be encompassed by the bequest of a citizen who would choose to set up for himself a musical monument rather than a museum or a college or the like—some such man as the late Joseph Pulitzer, who left \$500,000 to the Philharmonic society of New York. That gift is declared to be without precedent, the conditions being of the simplest nature.

Until some such benefaction falls into the lap of musical San Francisco we must depend upon popular appreciation of the opportunities given us by the subscribers to the symphony. Perhaps that appreciation will be so manifested that these and other music lovers will feel encouraged to undertake the raising of a fund of such proportions that the symphony orchestra may be a permanent factor in our musical life.

Speaking recently of Mr. Pulitzer's benefaction, the New York Evening Post said:

Good, cheap music, particularly on Sundays, is one of the great needs of every American city. If Mr. Pulitzer's donation should make this possible on a larger scale than heretofore in this city, his will, indeed, be a noteworthy benefaction.

In Berlin the city government has agreed to pay its Philharmonic orchestra in 1912 a subsidy of no less than 60,000 marks (\$15,000) upon condition that it shall not accept any engagements outside of the city and that it institute a large number of people's concerts, both in summer and winter—not less than two a week from June to September and five every week throughout the winter. Whoever subscribes to one-third of this series can obtain his tickets at the rate of only 12 1/2 cents apiece. If the subscription is for two-thirds of the series, the price falls to only 7 1/2 cents per concert.

In Boston Mr. Henry L. Higginson has given largely of his money, time and taste, with the result that the Boston Symphony is an institution of international repute. Let it be hoped that the efforts of Mr. Hadley and his players here will raise up for us a spirit like that of Boston's musical benefactor and that we, too, shall be definitely and highly established with some such means of musical education and enjoyment.

In his annual report, Secretary of the Navy Meyer dwells at considerable length upon the condition and needs of our navy in regard to its ships, but he says little regarding its personnel.

He wholly omits reference to a condition which is of the gravest import to the efficiency of the service. It is a condition wherein our navy suffers from a weakness that can not be overcome by the excellent quality of its ships and guns and the magnificent marksmanship of its crews. This weakness is the incompetence—due principally to age and lack of experience—of our flag and commanding officers as compared with those of foreign navies.

Today, and for years past, Japan, for instance, has had at sea and in command of her fleet and ships the flag officers and captains who would command them if war broke out. Whom have we in these positions that will settle the fleet action involving the fate and honor of the country when war comes? Flag officers and captains who are too old to stand the strain of one night on the bridge in time of peace in clear weather; flag officers who are there to "hoist their flag," for a few months and then go on the retired list; captains who make one cruise in 18 months or two years, who have had no experience in the modern target practice game, who know nothing, and want to know nothing about it; captains who have been kept in subordinate positions so long that they have become incompetent and afraid to take responsibility. There are exceptions, but not many.

For years it has been the custom to use the position of flag to allow the rear admirals to "hoist their flags," if only for a few months, despite the fact that they have but a year or two to remain on the active list. It does not take any special knowledge of naval

affairs, or naval tactics, to see that in these days of large fleets, huge vessels and guns, and high speeds, ability of the highest order, combined with experience, is needed by the commander in chief, his flag officers and captains, if a fleet is to be handled effectively in battle. Lack of ability and experience in the flag officers will bring sure disaster to an otherwise overwhelmingly stronger fleet if the flag officers and captains of the enemy have been selected properly and have had experience in handling their fleets and vessels.

We are still sending admirals to sea who can remain there at best but a year or two, and, if war came, would have to be relieved immediately.

There was a great hullabaloo over the Atlantic fleet's cruise from Hampton Roads to San Francisco "ready for fight or frolic." This may have been true as far as the younger officers and men were concerned, but it is a fact that the commander in chief was in his bunk from Trinidad to Magdalena bay, most of the captains had nervous prostration, and the fleet was actually brought around by the second in command.

Whom have we to command our fleet, its divisions and ships, to go into battle against comparatively young men who have for years been trained in fleet handling and operations? Have we the trained admirals and captains who have had this experience and in a probably rigorous climate could stand the strain and anxiety night after night, day after day, standing by for torpedo attack at night and always holding the fleet ready for action?

It behooves Secretary Meyer and congress to take immediate steps to remedy the serious weakness in the personnel of the higher ranks of the navy.

During the last fiscal year the isthmian traffic of the Panama and Tehautepec routes amounted in round figures to \$100,000,000 worth of domestic merchandise. These are the figures of the department of commerce and labor.

The port of San Francisco did by far the largest part of this trade. In the westward movement the commerce of this city by the Tehautepec route amounted to \$32,000,000, with San Diego second, showing the very comfortable total of \$10,500,000. Seattle made a bad third with \$4,500,000, and the Los Angeles trade amounted to a little less than \$1,000,000.

More than half of the eastbound trade was Hawaiian sugar and San Francisco had a chief share of the remaining commerce, shipping \$16,000,000 worth of miscellaneous merchandise to Atlantic coast points. The eastbound shipments from Puget sound ports amounted to only \$1,500,000 in all.

The growth of the isthmian commerce between the coasts appears from the facts that in 1907 goods worth \$10,000,000 were transported by the Panama railway and in 1911 the total was \$26,000,000. The Tehautepec railway carried \$11,500,000 worth of merchandise in 1907 and \$73,750,000 in 1911.

The significance of the figures is largely in their bearing on the operation of the long and short haul clause of the federal railroad law. Isthmian freight is carried for a bare rate of \$8 a ton, while the corresponding rate overland between the coasts is \$15 a ton. If it should be decreed by the interstate commerce commission that the overland rates between coasts must be increased in accordance with the mileage basis of the long and short haul clause this would mean that the railroads would have to go out of intercoast traffic for most classes of freight. Conditions will be even worse for the railroads after the Panama canal is opened if the long and short haul clause is to remain in force. When that happens the railroads must compete with a \$5 rate instead of the \$8 figure that now prevails.

LAWRENCE O. MURRAY, national comptroller of the currency, records in his annual report a steady growth of the volume of banking operations and cites some high figures in this relation. This authoritative statement from an official who has the best means of knowledge should set at rest the vague impressions and rumors that business is slow and dull. It is the fact that current statements of this character usually relate to other parts of the country. The commentators have no particular fault to find with local conditions of trade, but they have heard that somewhere else things are not encouraging in a business way.

Mr. Murray finds that the aggregate amount of the assets of the national banks increased during the last fiscal year approximately \$53,258,000 and individual deposits touched the highest point in history on September 1, being an increase of 6.69 per cent over the record for the previous year. During the year there were only three failures of national banks.

There is no getting away from these figures, and so far as business on the Pacific coast is concerned, especially in California, they are supported and reinforced by the very striking report made the other day showing the high prosperity and increasing assets and deposits in the state banks.

CHRISTMAS TREES—A. R. Watsonville, Did any peddlers sell Christmas trees in San Francisco last year? What was the price paid by those who purchased from peddlers? Peddlers did sell such trees. We have no figures as to the prices.

Answers to Queries
CONSTANTINE—T. O. Bay Point. Where was Constantine, the founder of Constantinople, born? Naissus, in Moesia, an ancient Roman province.

ALASKA PAPER—E. C. L. Bonaal. What the name of the leading paper published in Skagway, Alaska? The Alaskan.

FROM GERMANY—D. H. City. How many immigrants reached the United States from Germany in the last 10 years? 346,358.

LIBEL—F. H. City. Did the California legislature at its last regular session declare libel a felony? No.

ST. PAUL—M. D. H. Seven Troughs, Nev. When and where was the steamer St. Paul of the Pacific Coast Steamship company's fleet? On Punta Gorda, Humboldt county, California, October 5, 1905.

OLD TIME RACING—H. S. City. This correspondent wants to know when the last race was run over the Bay View track in San Francisco and when the track was closed.

GOVERNORS OF CALIFORNIA—J. H. G. Ferntun. A says that Leland Stanford was governor of California and B says that he was not. Which is right? Who have been the governors of the state since it was admitted into the union? Give their names.

Leland Stanford was governor, having been elected to that office September 4, 1851. The governors of the state since it was admitted into the union have been Peter H. Burnett, John McDougal, John Bigler, J. Neely Johnson, John B. Weller, Milton S. Latham, John G. Downey, Leland Stanford, Frederick F. Low, Henry H. Haight, Newton Booth, Romualdo Pacheco, William Irwin, George C. Perkins, George Stoneman, Washington Bartlett, Robert W. Waterman, Henry H. Markham, James H. Budd, Henry T. Gage, George C. Pardee, James N. Gillett and Hiram W. Johnson.

VOTING—Lillias, Mill Valley. The constitutional amendment having carried in California at the election last October, can women vote at municipal elections to be held in the state next year? Yes.

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Contentment Therewith

By ERNEST S. SIMPSON

Not how much you have, but how you get it and what you do with it, counts big in the sum of happiness.

Dollars in heaps and stacks, wide, fat lands, herds, forests and houses—these a man may have to the envy of his poorer fellows, and yet be steeped in misery, anxious, worried and wretched.

Nor is there any assurance of peace in power. The high places are the hard places. The seats of the mighty are not cushioned with ease. Authority and responsibility are twins and inseparable. Usually you can tell the head of the house by the wrinkles on his brow.

Dives, for all his treasures, is grotesquely bald, toothless and stomachless and sleepless. In his secret soul he must sigh for the care-freedom of Lazarus, his thatch of hair and the edged appetite with which he wolfs his begged meat ere he lies down to ten dreamless hours in a haystack.

It is in the king's house, the field marshal's tent—in the general manager's office, in the chamber of the owner of the business—that lights burn the night through, while in hovel, trench, cot and bunk "the thousands sleep—sleep sound, sleep deep and never know."

Peace, that is the essence of happiness, lodges as often with poverty as with riches, with subject more often than with sovereign.

Money a man may get by cunning, by fraud, by sacrifice, by toil. Place and power he may find who walks those same ways—but peace is for him alone that has earned it fairly and by fairness holds it.

To be debtless—to have got honest wage for honest work, just

profit for just enterprise, and therefrom to have rendered to all men their due—that road runs to peace.

To live, work, play and fight wholeheartedly, kindly, stoutheartedly—that way lies peace.

To be always more ready to give than to ask—to remember and esteem benefits received before and above benefits bestowed—so you shall come to peace.

To say much of the joys you have got out of life and little of the sorrows it has held for you; to believe, preach and practice the gospel that the world is, and eternally must be, the better for every effort to make it so, however fruitless of direct result; to appraise every man's faults by candid comparison with your own—that way also shall take you to peace.

To be merciful first and just afterward; to be revengeful never; to be prodigal of kindness and miserly of criticism and dispraise; to take blame freely and give it grudgingly—thereby is peace earned and the contentment that is more than wealth or station or anything else human.

And who is not at peace with himself must be at war with his world and his kind. Yourself must seal a treaty with yourself before you can front life squarely and face it fairly.

"To earn a little and spend a little less"—unforgettable phrase of the gentle poet-philosopher who sleeps at Vailima—that is better than to be master or slave of millions, if that little shall have been honestly and cheerily got, and that little less spent in the spirit of peace.

Have much or have little, be great or be small—all you have or are is worthless if you have not contentment therewith.

THIS FISH STORY WAS FOR FRIDAY

And it Was Based on Hard and Fast Figures, Not on Aerial Fancy

THE publicity expert of the Southern Pacific has prepared some illuminating data on the number of fish plates in the company's Pacific system. He had tried in vain to persuade the representatives of the morning papers to use it. All had complained that it was too dry a diet for Sunday morning readers. Then a bright idea hit the publicity expert. He seized the article, stamped across the face, "For use on Friday," and sent it broadcast throughout the state.

B. E. Porter, assistant general manager of the Northwestern Pacific railroad at Eureka, who has been here for a few days, left last evening for Los Angeles.

That the new president of the Southern Pacific is a traffic man from the ground up has already been evidenced by the reorganization of the elevator service in the flood building. The express system has been introduced with results that make for less congestion and more speed.

The Southern Pacific expended \$20,000 in the equipment and construction of free lecture halls at the Chicago Exposition, where the attractions of the state were set forth daily to large crowds. One of the leading speakers on "Texas day" at the show was Judge Robert S. Lee, chairman of the executive board of the Southern Pacific.

F. Scanlon of the Chicago, Racine and Milwaukee line, has been elected president of the Chicago Transportation association. Other officers chosen are: Vice president, Ray E. Clark; secretary, H. E. MacNiven; financial secretary, George H. Brown; treasurer, J. W. Betts; trustees, John Bickel, J. A. Angel, H. A. Boomer, George S. Thacker and L. H. Mann.

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PLEA FOR CLEAN WALKS AND STREETS IS MADE

Having repented of our sins, we have cleaned up our city, politically, incidentally preparing it thereby for the Panama fair; and now why not clean it up physically in further preparation for the same event, even if there were no other good reason?

No city of any pretensions has as dirty streets as ours. Except in business sections and in the best residence districts, litter is seen everywhere, to which the billboard nuisance contributes largely. In the unbuild portion of the former residence district destroyed by the fire the billboard nuisance is almost intolerable. The posters become loosened by wind and weather and litter the sidewalks. For an exhibit go along any street north of Market, south of California and west of Powell as far as Van Ness avenue. Many otherwise well behaved people, from the cigarette smoker (who invariably drops his empty tobacco bag upon the sidewalk) up to the staid householder, seem to think the sidewalk or the street the proper receptacle for anything to be discarded from the wrapping around a parcel or the daily paper. To a stranger this gives an impression as of being in the midst of a slippish and careless people.

The street sweeping, except upon the busier streets, is also of the worst. The dirt along the edges of the street is semi-occasionally swept into little piles and left there for a day or so, and when the wagons finally put in their tardy appearance the winds have distributed the sweepings. In the main street cleaning would seem to be merely a perfunctory performance, as though the men worked less with a desire to clean the streets than with the purpose of acquiring their per diem.

Another thing that looks bad to strangers is the condition of the sidewalks in the conflagration district outside of the busier portion of the city. Five years have passed since the great fire, yet the sidewalks remain as the fire left them—blistered, broken, full of holes and depressions, hard to walk upon. In some places it is preferable to leave the sidewalk and walk in the street. This sort of appearance is not such as would impress a stranger with our prosperity, yet we wish to be considered a prosperous community.

We would like to have our city look both prosperous and attractive to strangers whose coming will continually increase as preparations for the fair of 1915 go forward, but we have become so accustomed to these slovenly conditions that we have lost sight of the importance of first impressions. When we choose to think about it we can recall that when we have been abroad our first impression of another city has abided with us. It is the habit of the human mind to associate an appearance of untidiness and squalor in a town with poverty and unthrift, and to look upon cleanliness and neatness as going hand in hand with thrift and prosperity—as, in a way, a reflection of the character of the people of that place.

When we go into a town and note that the gates are all hung, the houses painted, the lawns well kept, the streets and sidewalks not only good but clean, we think well of that town and are willing to bid there for a while. We have clung in our favor and physical conformation in our favor—a beautiful site for a beautiful city.

Let us make it beautiful. Let us clean up, and keep clean. EDWARD A. BELCHER, Union League club, Dec. 8, 1911.

PERSONS IN THE NEWS

FELTON B. ELKINS and his mother, Mrs. W. D. Nelson, arrived yesterday from Philadelphia and took apartments at the Fairmont. They went east in connection with the marriage of Miss Elkins to Christian de Guigne Jr.

MAYOR JAMES E. WADSWORTH of San Diego arrived in San Francisco yesterday with Mr. and Mrs. A. T. Stewart. They are at the Palace and will remain here about a week.

E. A. HORNBECK, general manager of the Cuyamaca and Eastern railway, with headquarters at San Diego, is at the Palace.

H. S. WOOLEY, a real estate owner and operator of Woodport, after whom the town was named, is at the St. Francis.

DAVID GOODALE, manager of the Trinity Gold Mining company at Carville, Trinity county, is at the Union Square.

A. L. COLEMAN of Seymour, Conn., and F. M. Farley of Pittsburgh are among the recent arrivals at the Callahan.

MR. AND MRS. J. R. SEYMOUR of Vancouver are at the Palace. Seymour is a real estate and financial agent.

W. B. AUSTIN, a Honolulu business man, is among the recent arrivals at the Baldwin.

C. F. JENNINGS, a Courtland merchant, is staying at the Belmont with Mrs. Jennings.

T. R. EASTMAN of Walla Walla, Wash., a wealthy land owner, is at the Argonaut.

C. T. RANKIN, secretary of the Baseball Magazine, Boston, Mass., is at the Argonaut.

E. J. GOODPASTER, a Sacramento merchant, registered yesterday at the St. Francis.

R. H. BONNER of the Standard Oil company of this city is staying at the Arlington.

W. G. STIMMEL, an attorney of Vina, Cal., registered yesterday at the Bellevue.

P. A. LEONARD, a Fresno merchant, is staying at the Colonial with Mrs. Leonard.

YILLARD DONE, insurance commissioner of the state of Utah, is at the Stewart.

H. KENT, a San Mateo capitalist, and Mrs. Kent are registered at the Baldwin.

HUGH PICKERING of Dunbar, South Africa, registered yesterday at the Union Square. Pickering supplies the British government and development companies with mules.

MR. AND MRS. A. DE BECK of Vancouver are at the Palace. De Beck is a real estate operator in British Columbia and has extensive oil interests in California.

H. H. HILLS, one of the leading manufacturers of Detroit, was among yesterday's arrivals at the St. Francis.

W. C. BARRETT, a New York merchant, accompanied by Mrs. Barrett, registered yesterday at the Stewart.

MR. AND MRS. T. B. GIBSON of Woodland, with large landed interests at that place, are at the Palace.

J. T. SEELY, special coast representative of the Roberts Motor company of Sandusky, O., is at the Argonaut.

W. G. FITZGERALD, a prominent attorney of Gilroy, is among the recent arrivals at the Arlington.

E. H. WINSHIP of Napa, one of the leading capitalists of northern California, is at the Manx.

C. H. HARDING and wife of Chicago are registered at the Belmont.

B. N. ELDER, a Spokane manufacturer, is a guest at the Stanford.

M. J. LEVISON, proprietor of the Fresno Herald, is at the Manx.

C. T. EBERLEY of Washington, D. C., is registered at the Turpin.

P. H. JOHNSON, a Sacramento business man, is at the Argonaut.

G. E. ARNOLD of San Jose registered yesterday at the Harcourt.

C. C. STEELING of Buffalo, N. Y., is a guest at the Colonial.

MRS. W. H. BOUGH of San Jose is a guest at the Harcourt.

C. H. SCOTT, Los Angeles mining man, is at the Argonaut.

C. F. GLEASON, a rancher of Hollister, is at the Belmont.

FRANK M. LELAND of Phoenix, Ariz., is at the St. Francis.

J. C. WOOD, a Santa Cruz capitalist, is at the Argonaut.

H. N. LEGAL, a San Diego druggist, is at the Palace.