

The San Francisco Call

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Cut It Stylish, Please!



Vest Pocket Essays

By GEORGE FITCH

WHISKERS are or is a questions
or question which can never be
entirely settled, owing to the
vast gulf between the opinions of men
who can't raise them and men who
are so homely that they are afraid to
shave them off.



Whiskers have existed in the world
as long as man has. Prehistoric
householders often mislaid useful
utensils, such as stone hatchets and
fox skins, in their wildernesses of
beards and had to rake diligently for
them. Later on, in biblical times, a
man's age could be told quite ac-
curately by the length and whiteness
of his beard and patriarchs who had
practiced for 700 to 900 years pro-

Americans wore beards and the laun-
dry men had a hard time to keep soul
and body together, while the necktie
business was entirely dead. In Russia,
whiskers are used as a substitute for
mufflers, while in America many
young doctors use them as a substitute
for experience. Otherwise, they are
practically without value. The finest
whiskers are grown in France, but the
sturdiest and most deeply rooted vari-
ety sprang up in Kansas in the
early nineties and spread over the
state like the Canada thistle, being
uprooted only after a terrific struggle
in the campaign of 1896.

There are many varieties of whisk-
ers, including the full beard, the
chinwhilla upholstery, the stun's side
whiskers, the scrubbing brush, the
broomstraw or straight line effect,
the formal garden design, the Herr
Most explosive type, the deep
tangled wildwood effect, the chin
beard with the upper lip left in the
altogether, the svelte and slender
goatee, the hen's nest style, the
throat warmer, the intellectual hoe
pointed foliage made famous by Jus-
tice Hughes.

The most famous whiskers now ex-
tant are the James Hamilton Lewis
collection in Chicago. Of all the
presidents of the United States only
six have worn beards, including Lin-
coln, who wore his by request. This
would indicate that it is a great feat
to raise both a beard and a presi-
dential boom at the same time, and
that the wise man will confine him-
self to barbers. Forty years ago most
to one or the other.

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PRESIDENT TAFT'S able and logical review of schedule K,
dealing with the tariff on wool and woollens and his conclusions
therefrom are largely in agreement with the contentions of
the California flock masters and the National
Wool Growers' association.

For some time, as has been explained in
these columns, the wool growers have realized
that they were given much the worst of the
bargain and had been used to pull chestnuts from the fire for the
eastern manufacturers and wool importers. The wool growers,
accordingly, have joined in a demand that the duty shall be assessed
on the basis of the scoured pound, and not on wool in the grease,
as at present. As we have demonstrated in these columns more
than once, the appraisal of duty on the unscoured product has
reduced the actual protection for raw wool from the nominal 33
cents to an actual 18 cents.

These facts have been verified by the tariff commission, whose
careful and scientific report accompanied the president's message,
and Mr. Taft therefore recommends:

Another method of meeting the difficulty of taxing the grease pound
is to assess a specific duty on grease wool in terms of its scoured con-
tent. This obviates the chief evil of the present system, namely, the
discrimination due to different percentages, and thereby tends greatly
to equalize the duty. The board reports that this method is feasible in
practice and could be administered without great expense.

The scoured content of the wool is the basis on which users of wool
make their calculations, and a duty of this kind would fit the usages of
the trade. One effect of this method of assessment would be that, regard-
less of the rate of duty, there would be an increase in the supply and
variety of wool by making available to the American market wools of
both low and fine quality now excluded.

The wool growers are not asking for any increase of duties,
but they do demand that such protection as they may receive shall
be actual and not merely nominal, as it is at present to a very large
extent. This is simple justice to a very important interest.

The message deals with the system of levying ad valorem
rather than specific duties on imports and points out certain vicious
features of the plan. This vice runs through the whole tariff to a
greater or less extent and is a chief promoter of frauds on the
revenue by extending an invitation to undervalue imports. It has
the further defect that it serves to aggravate the high cost of living
in that when prices are high the duties are increased in a correspond-
ing degree.

The message and the report supply the fullest justification for
Mr. Taft's vetoes of the tariff bills passed at the last session of
congress. The documents laid before congress may be regarded
as the first step in the way of scientific revision on the basis of
facts ascertained by unprejudiced experts after full inquiry. It is
a notable departure from the old plan of fixing duties with "black-
smith tools" by bargain and compromise between the parties most
interested in high protection and without regard in the slightest
degree for the interests of the consumer.

This modern way of revision was instituted by Mr. Taft and
it is a long step forward in the line of honest statesmanship. It is
a policy bitterly opposed by the standpatters, but it is just and
reasonable and Mr. Taft's fame will rest largely on its accomplish-
ment and on the great arbitration peace treaties that he initiated.

STOCKTON profits notably by the enterprise of the Western
Pacific railroad, which has established a spacious free ware-
house in that city. It is a new departure in railroading, as far
as California is concerned, and it may be
hoped that it will be given a wide extension.

The farmers and producers of this state have
hitherto suffered to some considerable extent
from lack of adequate storage facilities and
the cost of taking care of their products after the fall rains set in.

The Stockton warehouse of the Western Pacific has already in
store products of the farm valued at \$1,394,961, so that it looms up
as a pretty big proposition and is still growing, because the demand
exceeds capacity, and the railroad has been compelled to lease more
storage room.

We often hear that railroad competition has ceased to exist.
This is true as to rates, but there is still in operation a very active
competition in service, of which this enterprise is an example.
The experiment was well placed. No more fertile and productive
region exists than that of which Stockton is the center.

SPECIFICATION of the ages of voters has always been a
quite unnecessary and superfluous requirement in making up
the great register. Nominally included among the conditions
for purposes of identification, it was never
used to that end and, in fact, could not be
used, for the reason that no election board or
any other human institution is competent to
guess the age of a voter on inspection.

As a matter of fact, no attention was ever paid to the recorded
fact in this regard and in practice identification was almost invariably
made by a comparison of handwriting, which in 999 cases out
of 1,000 was quite sufficient, and in the rare cases where disputes
may have arisen other testimony than a comparison of ages was
invoked.

The state senate, in accordance with this general line of reason-
ing, has passed the bill presented by Senator Leroy Wright of San
Diego, removing the age specification from the requirements for

registration. The measure, if enacted as statute law, may serve to
remove any cause of hesitation on the part of women citizens which
might deter them from registering as voters if they were compelled
by way of condition precedent to disclose facts of a purely private
nature that in no way concern their qualifications for citizenship and
the right to cast a ballot.

ONE might be disposed to extend a certain, perhaps imperfect,
sympathy to the interstate commerce commission, struggling
with adversity which has assumed the twisted and baffling
shape of the long and short haul clause, born
of the confused and confounded brain of some
congressman, who succeeded in persuading the
national legislature that it could, by taking
thought and saying as much, repeal the facts
of geography and transport the intermountain cities down to the
sea on the wings of law. Hence these tears and many others
shed by the commission.

The commission in its annual report roundly condemns the
differentials allowed by the overland railroads to Pacific coast ter-
minals on the ground, as the report says, that it is "uneconomical
and wrong to maintain a system of tariffs which are expressly
intended to develop the Pacific coast cities and to arrest the develop-
ment of the interior points." This reads something like one of
papa's bedtime stories for the children. When and where was this
intention expressed? As a matter of fact it never existed anywhere.

The overland railroads granted these differentials not because of
any sentimental or other preference for one region over another,
but simply and wholly because the force of circumstances compelled.
Overland rates are regulated by sea competition and not by law
or by commissions.

The commission, of course, understands the force of these cir-
cumstances and seeks to minimize them by stating the fact that the
railroads have bought off water competition and "the effect of the
sea has been neutralized." This has been true in the past so far as
the Pacific coast was concerned, but it is no longer true of San
Francisco, which has a very substantial commerce by sea with the
Atlantic coast, as the commission can readily learn by examining
the recent report on this subject by the department of commerce
and labor. Indeed, the commission, for all its bravery, suspects as
much and is careful to hedge on its conclusions with this final dip
into the future:

Upon the other hand, it should be noted that the opening of the
Panama canal may so add to the intensity of this water competition as
to call for some modification of the conclusion now reached.

We impute no blame. The commission is an honest and con-
scientious body, doing its best to carry out a plan to repeal the
laws of nature.

GRAVE scandals attendant on the reapportionment of seats
and districts by the legislature and the indecent scramble
for personal advantage which has characterized the present
session have led to a virtual confession by
the state senate that the legislature is unfit
to be trusted with this duty. A constitutional
amendment proposed by Campbell would put
reapportionment as a whole in the hands of
a special commission elected by the people every ten years for that
purpose and the senate agreed without a dissenting vote to the sub-
mission of this measure for popular ratification at a general election.

There has always been more or less gerrymandering by Califor-
nia legislatures in apportionment years, but never until the present
session has such a shameful spectacle been presented of a brazen
program to violate the law and the constitution to serve the personal
ends of the men who controlled the caucuses. This is a reform
legislature which has never ceased bragging of its many and super-
lative virtues, but it has proved itself quite unable to keep its feet
out of the trough when private interests of petty politicians might be
served. The whole apportionment stew has been nothing more
exalted than an indecent grab for spoils.

The state should be relieved from the possibility of any recurrence
of these scandals and the whole matter should be relegated for
disposition by an independent commission whose members would
not be personally interested in the apportionment of representation.

POLO as a national sport has little acceptance outside of New
York and California. We doubt if the game is played in any
of the other states, but here it flourishes in a remarkable degree
and in New York is found the champion team.

The mild winters of California have been a
chief promoter of the sport in this neighbor-
hood, and the annual tournament at Coronado
has become so much a national event that
Major General Leonard Wood, chief of staff for the United States
army, has ordered four cavalry polo teams to compete in the forth-
coming event in January. These teams will come from Forts Riley,
Russell, Sam Houston and the Presidio and they will later engage
in the games to be held in Pasadena, Riverside and Burlingame.

In the British army polo is encouraged as a useful part of a
cavalry officer's military training. Presumably the same idea lies
behind General Wood's order, but it is an expensive game, requiring
relays of ponies such as might tax severely a subaltern's purse.
In whatever guise they come Uncle Sam's troopers will be welcome
to the coast.

CLICK! A PUNCH FOR EACH DINER

And This Was the Fare Paid for Make Believe Rail-road Fare.

A UNIQUE idea was carried out re-
cently at the railway banquet of
the Commercial club of Portland.
Two men dressed as conductors col-
lected tickets at the door and punched
them as the guests entered. The din-
ing room crew was dressed in the
familiar uniforms of the railway sta-
tion. A big switch tower had been
erected near the door and a towerman
operated a semaphore and read spec-
ially manufactured telegrams received
over the wire. The table decorations
were in keeping and the menu was ar-
ranged as a time table.

The members of the state board of
railroad commissioners returned yester-
day from Sacramento, where they
had been in conference with the gov-
ernor.

In the form of a notice of appoint-
ment, C. D. Dunan, passenger traffic
manager of the Pacific Coast Steam-
ship company, has addressed notes of
commendation and good wishes to the
men in his department.

Final orders for the elimination of
grade crossings on its system—a
change that will cost \$1,000,000 or more
—has been served on the Long Island
railroad company by the public serv-
ice commission of New York. The
orders are the results of many months
of study by the engineers of the com-
mission and of the city of New York,
in consultation with the company's en-
gineers. The amount stated is figured
from the appropriation by the legis-
lature this year of \$250,000 for such work
in Greater New York, because under
the terms of the statute the state and
city each pay a quarter of the cost
of any grade crossing elimination that
may be ordered, while the railroad
company pays the remaining half. In
the present case the Long Island com-
pany was willing to foot the bill for
any excess, if a plan were adopted to
which its engineers would agree.

Details of the petition of the New
York Central, asking permission to ac-
quire the New York, Ontario and West-
ern and the New York and Harlem
roads have been made public by the
New York public service commission.
The New York Central asks permis-
sion to issue \$13,108,352 of its 50 year
debenture bonds to pay for the Ontario
and Western, and \$5,000,000 of the \$10,
000,000 of notes now on hand in pay-
ment for the New York and Harlem
roads.

The Canadian Pacific railway is to
raise \$45,000,000 for terminal improve-
ment to its properties and for building
hotels along the line from the Atlantic
to the Pacific.

Won't Work Both Ways.
"Some one or other once said, 'It's a
poor rule that won't work both ways.'
Well, try telling mother that she
looks so like her daughter that you
can not tell them apart.
And then try it on the daughter—
London Tatler.

ARIZONA—S. C. City. Had Arizona been ad-
mitted to statehood on October 15, 1911?
No.

WOMAN SUFFRAGE—R. San Jose. Name
the states in which women have the right
to vote.
If you mean the states where women
have full suffrage, the states are, in
the order in which women obtained the
right to vote: Wyoming, Colorado,
Utah, Idaho, Washington and Califor-
nia. Women have the right to vote
on school questions in 29 states outside
of those named, and in several states
they have the right to vote for town
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Uncle Walt THE POET PHILOSOPHER

You are brooding, sad eyed friend, o'er the griefs
you must endure; you have troubles without end,
you're neglected, you are poor,
you must bear a heavy load,
unassisted, on your back, and
you're weary of the road, and
your liver's out of whack. And
it all comes down to this, you
with selfishness are fraught; and you'll never
sample bliss till you change your mode of thought.

Think of others now and then when the tears run
down your neck; in this great gray world of men
you are but a little speck. On its way this planet
goes, as 'twill journey when you die, and your
picaresque woes are not worth a single sigh. Think of others when
you feel like a martyr boiled in ile; think of others who conceal
suffering beneath a smile. Think of men who bravely scrap all
their lives without a whine, and you'll sicken of the chap who will
murmur and repine. Think of some one you can aid, think of some
one you can cheer, and the grouch you wear will fade, and you'll
smile from ear to ear.

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CLEANER—P. J. City. The manu-
facture of the particular cleaner you
name is a trade secret which those who
prepare it do not make public.

EXEMPTION—A Reader, Dixon. I note in
the Call that old soldiers are to be exempt
from paying taxes on \$1,000 worth of property.
Does that apply to the widows of soldiers?

The constitutional amendment re-
cently adopted says: "Property to the
amount of \$1,000 of pensioned widows
and fathers and mothers, residents in
this state, of soldiers, sailors and
marines who served in the army, navy
or marine corps of the United States
shall be exempt from taxation."

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ARIZONA—S. C. City. Had Arizona been ad-
mitted to statehood on October 15, 1911?
No.

WHO WROTE IT?—M. City. This
correspondent says he has sought in all
books of poetry, verse and quotations
for the authorship of the following,
without success. Can any reader of this
department tell him where it is to be
found?
Of all the lamias the world can boast,
The one that must please the devil most,
Is pride rendered to the beggarly terms
Of causing the slugs to despise the worms.

MAIL CLERK—H. P. Oakland. Where must
I apply for a position as clerk in the railway
mail department?

ROSES—Subscriber, City. What is the best
time of the year to successfully ship roses?
How much of the slips should be covered with
card?

USE OF SEAL—M. A. W. Piedmont. How
many times was the seal of the southern con-
federacy used?

The seal reached Richmond about the
time of the evacuation of that city,
April 3, 1865, and was never used on
any document of the confederate gov-
ernment.

PERSONS IN THE NEWS

CHARLES F. PLATT, representative of the
Automatic Electric company, left yesterday for
the east with Mrs. Platt. They stopped a
day at Los Angeles. Platt is interested in the
Home Telephone company of that city. While
in the east he intends to visit the Biagus
plant on Long Island. He is figuring on mak-
ing a bid for the rights for the new bottled
gas in Hawaii.

C. R. PAULSON, a real estate operator of Spe-
kake, is among the recent arrivals at the
Palace.

J. B. GORLE and F. A. GORLE of the United
States transport Sheridan are at the Arlington.

C. J. FRANCE, a business man of New York, is
among the recent arrivals at the Colonial.

J. H. GILSON and R. A. McGillivray, lumber
men of Aberdeen, are at the Palace.

E. F. WILSON, a merchant of Huron, S. D., is
at the Cadillac with Mrs. Wilson.

J. ZIEGLER, a manufacturer of New York, reg-
istered yesterday at the Stanford.

A. H. HOEFER, a business man of Denver, and
Mrs. Hoefer are at the Bellevue.

A. B. HILL, a banker of Paducah, is staying
at the Bellevue with Mrs. Hill.

H. D. DOWELL of Los Angeles is among the
recent arrivals at the Marx.

JOSEPH ERRINGTON, a railroad contractor of
Winsipeg, is at the Palace.

MRS. R. C. JOHNSTON of Vancouver, B. C., is
a guest at the Arlington.

C. MAHONEY of Fresno is among the recent
arrivals at the Belmont.

A. J. LOWERY, an automobile man of West
port, is at the Stanford.

C. M. CADLE, an insurance broker of Stockton,
is at the Union Square.

E. EATON, a Toronto business man, is regis-
tered at the Fairmont.

W. H. TOWERS, a Seattle capitalist, is at the
Bellevue.

GIPSY SMITH of London, an evangelist of wide
fame, is at the St. Francis with Mrs. Smith.
He will give a number of public addresses
here next week.

FORBES BURNING, the distinguished Eng-
lish actor, is making his home at the St.
Francis during his local engagement.

JOHN A. KEATING, vice president of the Lum-
bermen's National bank of Portland, is spend-
ing a few days at the St. Francis.

E. E. ELDRIDGE, manager of the American
Steel and Wire company's branch at Portland,
is at the Palace.

J. G. STEERING, a furline manufacturer of
La Crosse, Wis., registered yesterday at the
Union Square.

S. A. SEARS, a real estate operator of Los An-
geles, is among the recent arrivals at the
Argonaut.

C. J. WALLACE of this city is at the Belmont
with Mrs. Wallace.

NORMAN McLEOD, a business man of St. Louis,
is at the Stewart.

M. E. STENZ, a mining man of Carson City, is
at the Cadillac.

A. M. ARDERY, a railroad man of Carson, is
at the Palace.

C. C. URQHART, a Foulsville attorney, is at
the Harcourt.

W. F. GEORGE, a Sacramento attorney, is at
the Stewart.

J. T. McAVOY, a mining man of Mexico, is at
the Argonaut.

L. A. KLINE, an importer of Portland, is at
the Turpin.

H. D. SERFUT, an oil man of Taft, Cal., is at
the Union Square.

E. L. ZELTON, a Hanford attorney, is at the
Argonaut.

E. H. STONE, a business man of Portland, is at
the Marx.



Colonel Bryan is for Governor Wilson
and again Governor Harmon, but it's
purty hard 't tell which one it will
help 't most. One front tooth an all
is lost.