

The San Francisco Call

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What Happens in Wet Weather



Vest Pocket Essays

By GEORGE FITCH
Author of "At Good Old Swank"

SMOKE

SMOKE is caused by imperfect combustion of fuel and perfect combustion in pipes and cigars. It is the world's greatest product, next to hot air, but is, as yet, only slightly more useful than the buttons on the back of a dress coat.



Smoke is manufactured chiefly in stoves and furnaces, and is introduced into the clear, pure air by means of chimneys. After a few thousand chimneys have smoked industriously during a cold and clammy week the air isn't clear and pure any longer, but tastes and smells like a sulphur match. In London there is so much smoke that the air is sometimes dark brown and sticky and the fresh air fiends shut their windows and sleep in the closet for their lungs' sake.

Smoke, however, is a sign of prosperity, and is regarded kindly for this reason. A factory chimney which smokes day and night is hard on colliers but fine for savings banks, and when a city has a hundred tall chimneys with black plumes on top of them it is as proud and contented as if it had a dozen art galleries. The most famous chimneys in the world are those of Scotland, some of which are more than 400 feet tall and can make the man in the moon cough when they are in full eruption. The most famous chimney in the United States is Uncle Joe Cannon.

today it is possible to follow men and automobiles by their smoke. Wise men say that where there is smoke there must be a fire. This is proved by the large number of office boys who are fired annually for smoking cigarettes.

Nowadays there is a great desire to produce less smoke and more heat, and thousands of careless chimneys are being arrested for polluting the atmosphere. The reform will never be accomplished, however, until some means of baling up smoke and selling it for fuel can be found. When this can be done some trust will grab all the smoke in the country, and another great natural resource will have been lost forever.

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Uncle Walt THE POET PHILOSOPHER

I had a cruel sorrow that festered in my heart. I talked about it always, in drawing room and mart, until the people, wearied by all my doleful yawns, requested me to vanish and tell it to the cops. And then I tried to drown it in rich imported ale; my sorrow still was husky when I woke up in jail. I sung about my sorrow some dirges said and weird, until the briny teardrops were dripping from my beard, and no one offered solace, and none would sympathize, and no one brought a wringer to dry my weeping eyes. And then one winter morning I ceased to sigh and sob, and donned a denim jumper and went and got a job. I worked along with others who bent their 'brawny backs; I delved and picked and shoveled, and hewed things with an axe; and lo, that sorrow vanished and left my soul at rest, no teardrops stained the handdowns that floated on my chest! And folks who used to dodge me would come and shake my hand, and say I was the bone and the sinew of the land! Most things I have forgotten, but this much I do know: The man who makes a business of leading 'round a woe, with chin and collar on it, will walk a lonely road, and folks will shrink and shudder when passing his abode.



WALT MASON

ANSWERS TO QUERIES

WHIST CLUBS—A. S. T. C. Club. At last meeting after the score cards had been added and the prizes awarded I was found to be the winner of the first prize. The next day a neighbor, who is also a member of the club, came to me and claimed that she was entitled to the first prize, as her card had been incorrectly counted and she had beaten my score by one point. I want to know whether a player can come the next day and claim a prize?

The general opinion among whist players is that the rule of banks applies—"No errors corrected after leaving the counter"—and that the decision of the awarding judges is final.

LOCOMOTIVES—Subscriber, Oakland. What is the weight of locomotives?

Those used for passenger traffic are about 175,000 to 200,000 pounds; those from freight from 210,000 to 250,000 pounds; lightest American locomotive, 161,000 pounds.

CAFETERIA—H. M. Red Bluff. How is the word "cafeteria" pronounced? It is pronounced Kaf-fay-ter-ee-ah.

ROYAL ARCANUM—Curious, City. What is the meaning of "royal arcanum," the name of a society in this city? It means the royal secret.

PERSONS IN THE NEWS

W. E. GREEN, a mining man of Mina, Nev.; U. G. Wynkoop, a druggist of Tacoma; J. E. Finnerty, an attorney of Sacramento, and Thomas C. Baines, an oil operator of Tatt, make up a group staying at the Argonaut.

EDWARD N. AYERS, a druggist of Coalinga; J. A. McHolland of Portland; A. B. Miller, a fruit canner of Marysville, and Mr. and Mrs. A. F. Hammond of Tacoma make up a group of recent arrivals at the Stewart.

E. J. MACKENZIE, a railroad builder with large interests in Canada, is at the St. Francis with Mrs. MacKenzie.

LESLIE BUTLER, a banker of Hood River, Ore., is at the Palace, returning from a pleasure trip to Honolulu.

F. M. TOWNSEND, a patent attorney of Los Angeles, is among the recent arrivals at the Palace.

W. A. GREENWALL of Fall City, Neb., and Mrs. Greenwall are recent arrivals at the Turpin.

D. H. STEINMETZ, a lumberman of Sonoma, is among the recent arrivals at the St. Francis.

G. O. POOLE, a consulting engineer of Los Angeles, is registered at the St. Francis.

WARDEN JOHN E. ROYLE of San Quentin penitentiary is staying at the Palace.

D. W. SHANKS, a mining engineer of Los Angeles, is staying at the Palace.

J. M. MACDONOUGH of New York is at the Fairmont with Mrs. Macdonough.

JOHN U. CALKINS, a fruit grower of Vacaville, is registered at the Union Square.

WILLIAM J. HEWLEY, Indianapolis is a recent arrival at the Bellevue.

JOHN A. MCINTIRE, a Sacramento mining man, is registered at the Stanford.

E. M. GRAY, a clothing merchant of Portland, is staying at the St. Francis.

W. G. DUFFEE, a horseman of Los Angeles, is at the Palace.

E. SYMONS of Salt Lake and his family are staying at the Arlington.

MR. AND MRS. F. E. MORSE of Merced are the guests at the Bellevue.

IRA B. BENNETT, a lumberman of Sanger, is staying at the Palace.

W. W. HANFAN, a real estate operator of Detroit, is at the Palace with Fred E. Lee, a store manufacturer of Downagat. They have been autolog through the state.

SAMUEL H. DIXON of Houston, Tex.; W. S. Eldridge of Portland; D. J. Thomas of Los Angeles, and A. G. Wilson of Roseburg, Ore., are guests at the Marx.

EDWIN BERWICK, a rancher of Pacific Grove, who gives a great deal of his attention to civic matters, is among the recent arrivals at the Palace.

JUDGE MARION DE VRIES, judge of the customs court of appeals, left yesterday for Washington to resume the hearing of cases.

JOHN BRISSEN WALKER, formerly proprietor of the Cosmopolitan Magazine, is at the Palace, registered from Denver.

REV. JOSEPH EDWARD STUBBS, president of the University of Nevada, is spending a few days at the Palace.

SAM JOHNSTONE of Sacramento is a recent arrival at the Arlington.

LANSING B. HARTWELL of New York is staying at the Balfour.

E. B. PIPER of Fresno and Mrs. Piper are guests at the Sutter.

DR. AND MRS. C. GRIFFIN of Detroit are at the Union Square.

E. L. McFADDEN of Dewey, Mont., is staying at the Cadillac.

ZEB KENDALL, a Tonopah mining man, is staying at the Sutter.

CECILIA COREY of Chicago is at the Palace with Mrs. Corey.

MISS M. NICKOLS of Sacramento is a guest at the Hancock.

P. A. TURNER, a Visalia oil man, is a guest at the Stanford.

CHARLES WEBER of Stockton is registered at the Belmont.

L. D. MURRAY of Lima, O., is registered at the Cadillac.

M. H. MACLEAN of Chicago is staying at the Fairmont.

DR. A. E. RODLEY of Chico is registered at the Turpin.

"OREGON FIRST" means a great deal. The Oregonians have always been good and kindly neighbors to California, and there exists a strong bond of reciprocal regard between the two commonwealths. It is a commonplace of history that territorial neighbors are rarely friends, but the rule has never had the slightest application to the time honored relations of Oregon and California. When California could help Oregon in the way of a boost the opportunity has not been neglected, and, as the governor of Oregon says, speaking for his people, "We remember the kindly interest taken by the good people of California in Oregon's exposition, and now we come to you with the same kindly feeling for your success."

Oregonians Are Welcome to San Francisco

The visiting Oregonians will receive a warm welcome in San Francisco. They come here to choose a site and make the preliminary arrangements for the installation of an impressive state exhibit. They bore with a big auger, these Oregonians, and they do things on a scale of magnificence. Indeed, they can very well afford to take a leading part among the exhibitors at the Panama-Pacific exposition. They represent one of the greatest states of the union, whose potentialities for wealth production are only now beginning to be understood. They are a solid folk, who like to make sure of their ground, and, having that assurance, they are going ahead with leaps and bounds, knowing the stable foundation afforded by their great resources.

Indeed, it is an axiom among commercial men that there is more solid and substantial wealth in Portland than in any other city of equal size in the United States.

Putting the Gould System on Its Feet

CALIFORNIA as a whole is much interested in the prosperity and efficiency of the Gould system of railways, of which the Western Pacific is likely to become in time the most important factor, linking California with important arteries of transcontinental commerce. The Gould system has suffered undoubtedly for lack of financial means to put some of the connecting roads in good physical condition. There is probably nowhere on the continent a more scientific and thorough piece of construction than the Western Pacific, but its feeders have not been kept up to standard, and the business has suffered in proportion. George Gould was left to carry the chief share of the burden, and other wealthy members of his family have held off for one reason or another. Now it is announced that Miss Helen Gould is ready to come forward and devote part of her great fortune to the rehabilitation of the system.

Miss Gould will have the assistance of President Bush of the Missouri Pacific, who is one of the ablest railroad men in America. He will be a tower of strength to help the work of restoring the system to its highest efficiency. A group of strong and practical transportation men are associated in the conduct of the property, and it only needs a moderate financial fillip to bring the system to its highest prosperity.

California needs as many railroads as possible, and it is advantageous on the whole that they should be operated under independent management, because that insures the best competition of service.

The Consuls Will Help San Francisco

THIRTY nations were represented at the official banquet at which the foreign consuls accredited to San Francisco were guests of the world's fair directors. It was a notable, important and influential assembly, because the consuls are the eyes of the nations, and San Francisco asks them to turn a kindly regard on the big undertaking in hand for 1915 when their constituents are invited to lend their valuable aid in the shape of great and representative exhibits.

We need not doubt that the consuls will use their best endeavors to promote the success of the exposition. They represent, as Mayor Rolph said, "the whole civilized world," and they fully recognize the fact that these international expositions promote the peace of the world by bringing strange peoples together in the intimate relations of normal life. A world's fair is what its name implies, and all the races and the nations will be our guests in 1915. The fair will be held in celebration of the successful completion of the greatest physical work ever undertaken by man, and this event has a much greater than merely national significance.

The whole world will share in the benefits arising from the union of two great oceans and the consequent saving in the cost of transportation. Therefore we ask the nations to come and see.

Treaties Killed by Small Politics

PRESIDENT TAFT said in his Toledo, O., speech: "I believe that the people were in favor of ratifying the peace treaties as they were. War is such a horrible method of settling difficulties that the people want none of it if they can help it."

The senators who fought the treaties under pretense of making amendments did not cover themselves with glory, and no doubt will have to answer to their constituents. They were mostly actuated by petty jealousy of anything that might seem to impair or limit senatorial powers, and this was the motive that led them to emasculate the treaties. These are left in such shape that the president is in doubt whether it will be worth while to submit them in their new

form for the approval of England and France. Mr. Taft was right when he said the American people wanted treaties of arbitration that would really mean something.

These treaties were American in origin and were a just cause of pride for the American people, but apparently they have been killed by small politics.

McNab Guilty of "Uncommercial Conduct"

GAVIN McNAB has been telling tales about the legal school. Like the unhappy egg merchant who, in an eastern city, exposed certain dubious practices of the confraternity, he may be disciplined by his learned brethren for "uncommercial conduct" in talking, as if the main strength and awkwardness of the profession were applied chiefly on the business of obstructing honest folk, only relieved by periods of positive activity in the collection of fees.

There is, it must be admitted, a painful lack of the "lawyer spirit" in Mr. McNab's blunt remarks. "Art thou in health, my brother?" inquires the McNab, and at once proceeds to smite the aforesaid brother under the fifth rib. If he knows so much, they ask, why does he give it away? It is not the habit of the craft to lavish their learning in this gratuitous fashion, and as for the ethics of the profession, this fundamental and most cherished ethic has been grossly violated by his traitorous utterance.

Indeed, one learned jurist expressed a doubt whether Mr. McNab really "meant all he said." He is, in a word, the inconceivable McNab, the impossible lawyer.

On the subject of this grave and learned controversy The Call hazards no opinion, and, indeed, it would be quite needless, because the gentlemen most concerned are gifted with a fine flow of language and they constitute a living confutation in boots and breeches of the proverb that "talk is cheap."

Secretary Nagel on Canal Tolls

SECRETARY NAGEL, a man of sound and practical business sense, favors free tolls for American shipping going through the Panama canal. It appears to him bad judgment to build a great canal with American money and suffer foreigners to reap the greater part of the benefits. He remarks that the mercantile marine is of equal importance with the navy, and this is unquestionably true for the reason that a fleet without auxiliary ships of supply is a lame affair, no matter how well equipped and competent it may be in a military sense.

Without auxiliaries a navy is virtually tied to its base of supplies and is quite unable to go in pursuit of the enemy. As this is the prime function of a navy, the lack of such auxiliaries would confine the fleet to purposes of coast defense.

The American mercantile marine is the single important industry which has never received any assistance from the government. We pay no subsidies like other nations and from the nature of the case can give no protection. But here, by means of the Panama canal, is afforded an opportunity to give the national mercantile marine a great boost by making our ships free of tolls.

It is contended by the British shipowners that the Hay-Pauncefote treaty forbids discrimination in the matter of tolls, but the best international lawyers declare that this construction of the treaty is quite mistaken and they maintain that the discrimination prohibited by the treaty applies only as between ships of foreign nations.

Harbor Control by California Cities

MUNICIPAL control of water fronts is discussed in the Pacific Marine News by John T. Flynn, a harbor engineer of experience, who suggests that in the interest of fair dealing the state should extend to San Francisco the same measure that has been given to San Diego, San Pedro and Oakland. Mr. Flynn states the case thus:

In advocating municipal ownership of the water front as against the present state control, there is no attempt at criticism of the present harbor board, but a simple recognition of the evolutionary forces which demand the change. When all the great ports of the state of California, namely, San Francisco, Oakland, San Pedro and San Diego, were under state control, there was a community interest which insured the popular state vote necessary to the improvement of all these ports by state harbor bond issues; but now that San Diego, Los Angeles and Oakland, with a combined population equal to half of that of the state, have been placed under municipal control, while San Francisco is still under state control, that community of interest in harbor improvement no longer exists.

The people of San Diego, Los Angeles and Oakland, under present conditions, have the right to vote upon harbor bonds for the port of San Francisco, while the voters of San Francisco have no voice in the harbor expenditures of the other places. This may lead to an unfortunate sectional feeling, which in turn would defeat needed improvements in the port of San Francisco.

Apart from such considerations, it is altogether advisable that harbor control should be taken out of state politics. If it be objected that municipal politics is conducted on no higher plane than state politics, that may or may not be true, but at least under city control the harbor commissioners would derive their power from and be responsible to the people most concerned in the welfare and prosperity of the harbor. The harbor board as at present constituted owes no responsibility whatever to local interests, and now and always the first consideration in its administration has been politics.

PENSION GRANTED AGED S. P. WORKERS

TWENTY-SEVEN more employes have been granted pensions by the Southern Pacific. They were retired from active service and placed on the annuity list at a meeting of the pension board Tuesday.

Among them is H. L. Stevenson, a locomotive engineer of Oakland, who has been with the company 45 years and who began his service on the old Market street railway, then owned by the Southern Pacific and operated by steam. Others who have been long service are: Thomas Carrick, master mechanic in the local shops, who has been with the company 43 years; John P. Davis, a passenger brakeman who also has seen 43 years of service; Thomas Fitzgerald, an engineer with a record that likewise goes back 43 years; Horace A. Hammond, a locomotive engineer 35 years with the company; John McNamara, a clerk who has been with the railroad 37 years, and S. V. Porter, a pumper, for 36 years a Southern Pacific employe.

The full list is locomotive engineers: Edward P. Adams, station agent, Rutherford; Oliver E. Alger, locomotive engineer, Lompoc branch; George S. Bennett, machinist, Los Angeles shop; Thomas Carrick, master mechanic, San Francisco; George M. Constock, gate watchman, Sacramento shops; John H. Coffey, car builder, Sacramento shops; John H. Cooper, foreman bridge builders' department, Stockton; Thomas F. Crosby, locomotive engineer, Sparks; William Cooper, foreman bell-ringer, Oakland; Michael Costello, engine wiper, San Jose; John P. Davis, passenger brakeman, Sacramento shops; Thomas Fitzgerald, resident engineer, assistant superintendent, Ogden; Horace A. Hammond, locomotive engineer, Oakland; James Lamb, engineer, Oakland; Michael McCarthy, molder's helper, Sacramento; John McNamara, freight shed clerk, San Francisco; S. V. Porter, pumper, Turlock; William Robinson, carpenter, Mina; John Shaw, carpenter, Sacramento shops; H. L. Stevenson, locomotive engineer, Oakland; James W. Strand, locomotive engineer, Portland; Henry Wuttke, covehandler, Sacramento shops; John H. Cardno, ship carpenter, New Orleans; John Curry, engineer, New Orleans; John Finerty, ship carpenter, New Orleans; Andrew Sparks, chief cook, New York; James Shields, longshoreman, New York.

The total amount expended for pensions by the Southern Pacific up to March 1, 1912, is \$979,655.50. There were 466 pensioners on the roll February 1 of this year. The total number of employes pensioned since the pension rules went into effect is 719.

J. F. Held, assistant general passenger agent at Los Angeles for the Santa Fe, was a visitor yesterday in San Francisco.

Testifying at the hearing of the express traffic legislation before the commission last week, W. A. Worthington, representing the Union Pacific and Southern Pacific, said that the express traffic did not pay its fair share of the cost of railway operation, and that no other class of traffic was so unremunerative. James Peabody, speaking for the Atchison, Topeka & Santa Fe, said that in January, 1910, the road actually lost money on its express business—\$17,406. His calculations were based on receipts per car-foot mile, taking into account the proper proportion of expenses, taxes and interest. Where the passenger service yielded a surplus of \$50,740, the mail business showed a loss of \$28,064, and the express business a loss of \$17,406.

Abe Martin



Pinky Kerr says th' worst thing about winter is that his hat is allus out o' date when he quits wearin' his cap. Tell Binkley, who was snowed under for th' first, says he prefers th' ex-ray t' th' thimble.