San Mateo Towns Ask the Railroad Commission for Justice

DISCRIMINATION of the most injurious character against San Mateo county towns is strongly set forth in the petition of the peninsular residents to the state railroad commission asking for a reasonable reduction of passenger rates out of San Francisco. Comparisons made with passenger tariffs governed by similar considerations in Alameda and Los Angeles counties demonstrate the disadvantage under which the peninsular towns have been placed.

One set of comparisons advanced in the petition speaks for itself, as follows:

As an example of the material difference in such rates, complainant names the following instance: The distance from San Francisco to San Bruno, in San Mateo county, is about eleven miles; the distance from San Francisco to Melrose, in Alameda county, is about the same; the single fare, San Francisco to San Bruno, is 35 cents; San Francisco to Melrose is 10 cents; the round trip fare, San Francisco to San Bruno, is 50 cents; San Francisco to Melrose, 20 cents. The monthly commutation rate from San Francisco to San Bruno is $5; from San Francisco to Melrose is $3. A large number of instances of a like character are shown in said tariffs of defendant.

The result of the discrimination has been retarded development of the peninsular towns, notwithstanding the fact that this territory constitutes in the way of natural advantages the most eligible suburban residence quarter within easy reach of San Francisco.

There are no more charming and delightful sites for homes in touch with city life than those to be found in San Mateo county, but development and improvement have languished under the repressive force of the unreasonably high cost of transportation.

The Southern Pacific company has a virtual monopoly of this business and refuses to make concessions. The road is equipped for improved and extended passenger service by reason of the bay shore cutoff, which has been so constructed that tracks can be readily installed in case of the greatly increased passenger traffic that would inevitably follow the grant of reasonable fares. It has been argued that one of the prime purposes of the bay shore cutoff was to improve and extend the suburban passenger service, but little of this promise has been fulfilled except the shortening of time and distance. By consequence the San Mateo towns are almost at a standstill in point of development, being held back by the pressure of unequal rates. They were not, in fact, on a competing basis with other communities similarly situated, and they have accordingly appealed to the railroad commission to correct the injustice.

The Democratic Rage for Investigations

CONGRESS, or, rather, the house of representatives, has been spending most of its time holding investigations for nearly a year. The rage for this appliance for the pursuit of knowledge culminated the other day in a resolution introduced by Representative Gallagher for an investigation of the baseball trust.

With the baseball season about to open, we may be permitted to express a hope that Mr. Gallagher's pursuit of knowledge may be postponed to a quieter season. If the house should discover the existence of a grinding baseball monopoly and in its divine rage should instruct the department of justice to proceed at once to enjoin the White Sox or the Tigers or other heroes of the diamond, the bleachers might be expected to rise in rebellion and institute proceedings for the recall of Gallagher, at the least.

The trouble with these investigations is that they are designed for the manufacture of campaign literature, and nothing else. With that purpose in view, the investigators do not hesitate to misrepresent conditions. They take up their inquiries with a view to create partisan prejudice. They simply give a certain official standing to insinuations that otherwise would be treated with contempt. The purpose, of course, is to load the Congressional Record with campaign literature for free distribution through the mails in the shape of partisan reports of investigating committees. There is no idea of founding legislation on the results of the inquiries, which will be forgotten after election. In a word, the democratic majority of the house is doing politics, and nothing else.

Get Out and Vote for Bonds on Thursday

MORE than seventy improvement clubs, women's organizations and labor unions in San Francisco have united to indorse the proposition to bond the city for $8,800,000 for the erection of a new city hall and the creation of a civic center. Apparently all classes and elements comprised in the citizen body are cordially in favor of the vote, and we may reasonably hope to make it almost unanimous at the election on Thursday.

A new feature has been introduced in the affair, taking the shape of a project for a state building which shall form part of the civic center group. The state undoubtedly needs such a structure in San Francisco and would save money now paid for rent of offices and courtrooms. The supreme court and the district court of appeal are now compelled to sit in leased quarters, not designed for the purpose. The state railroad commission, because of its greatly enlarged powers, finds its present accommodations in the ferry building quite inadequate for the requirements. There are many other state offices maintained in San Francisco at considerable expense for quarters. In fact, the current rents for this purpose would pay interest on the cost of a handsome building.

With a state building, a $1,000,000 auditorium, a grand opera house costing $750,000, a fine library and art gallery, the city will have a magnificent group of buildings with the city hall for the center.

Get out the vote on Thursday.

Flagrant Waste on Federal Buildings

SOME test of the sincerity of congressional pretensions relative to the plans for economy of appropriations will be supplied by the pending debate in both houses concerning the public buildings built. An idea of the extravagance in contemplation in this relation may be gathered from the following table of appropriations for towns of less than 3,500 population:

Town—	Population.	Appropriation.
UTAH		
Eureka	3,416	$60,000
St. George	1,769	30,000
WYOMING		
Sundance	281	$75,000
Newcastle	975	67,500
Thermopolis	1,524	65,000
SOUTH DAKOTA		
Canton	2,103	*$7,500
Madison	3,137	65,000
Vermilion	2,187	*7,500
TEXAS		
New Braunfels	3,165	$60,000
Gilmer	1,484	*6,000

*Site.

Here are 10 insignificant villages asking big appropriations for federal buildings, including one in Wyoming with a population of 281, which asks for the fattest plum in the lot.

These are only samples of the gross extravagance that is characteristic of the whole measure. The senate and the house are equally culpable in this pork barrel business and the scandal has grown to such proportions that Senators Kenyon of Iowa and Lea of Tennessee have incurred the grave displeasure of their colleagues by objecting to the waste of public money. Thus they have greatly offended senatorial courtesy, which means that if a senator sees his official brother packing off the plunder he must keep quiet on the understanding that he will be permitted to help himself when his turn comes. Senatorial courtesy sometimes signifies merely liberty to steal.

Anyhow, the Town Will Look Better

WHEN THE WOMEN BEGIN TO RUN FOR OFFICE

—Chicago News.

Takes Driving Power to Run a City

IT is—we say it with regret—a tough job to get anything done outside of mere routine by the official machinery of a municipality. Mayor Rolph finds himself bucking the dead weight of officialism, red tape and indifference which holds back the construction of the Geary street railway. This road could have been built twice over by private enterprise in the time already consumed, but it drags and drags, and in the meantime the interest account on the bonds is eating up money with no prospect of any return until the road is built.

But the mayor is not a man to be daunted by obstacles and he hits the line hard. There are legal as well as other stumbling blocks in the way, but these may be overcome, if not directly then by going around them. It may be necessary or advisable to change the route to the line suggested by Supervisor Vogelsang, but we may be assured that the mayor will keep on pounding, and that he will have the full co-operation of the board of supervisors.

It takes a man of considerable driving power to get anything done by a municipality.

Growth of Manufacturing Industries

STATISTICS of manufactures collected by the national census bureau for the decade ending with 1909 bring out the fact that the automobile industry showed by far the largest percentage of increase. So much might have been expected, for the reason that this industry was in its infancy ten or eleven years ago. Its remarkable growth found evidence in the population returns for the city of Detroit, which in the last decade has become an important manufacturing center for motor vehicles.

The progress of this industry is proof that American manufacturers are now fully able to compete with the foreign makers, who, in the early days of motor cars, had much the best of the market. The fact is that the home made cars are now able to compete on equal terms with the best foreign makes.

A notable fact appearing from these statistics of manufactures is the large decrease in the number of wage earners in the iron and steel industries. As the output has increased materially in the decade, this decrease in the number of hands employed can be due only to the introduction of labor saving machinery.

General figures for the leading manufacturing industries show:

The slaughtering and meat packing industries rank first in gross value of products, $1,370,568,000; second, railway and machine shop products, $1,228,475,000; third, lumber and timber products, $1,156,129,000; fourth, steel works and rolling mills, $985,728,000; fifth, flour mills and grist mill products, $883,584,000.

The grand total for all manufacturing industries foots up more than $20,000,000,000. It is a wonderful showing of progress.

ANSWERS TO QUERIES

THE MAINE—M. D. H., Modesto. Please state how the battleship Maine was blown up.

After raising the vessel it was discovered that it was from the outside.

* * *

FOOLSCAP—Reader, Alameda. How did the name "foolscap" come to be applied to a particular kind of writing paper?

Paper of that kind and size had from the thirteenth to the seventeenth century a water mark representing a fool's head, ornamented with a cap and bells, such as the jesters used to wear. De Vere in "Studies in English," says: "This term has not, as is generally believed, any reference to the water mark of a cap and bells. The word is a corruption of folio shaped." English "Notes and Queries" says: "In a statute of Queen Anne a particular kind of paper is called 'Genoa Foolscap.' The word 'foolscap' is a corruption of the Italian 'foglio cap,' a chief, or full sized cap of paper."

* * *

WASHINGTON—Vallombross, Boonville. Give a sketch of Henry Washington, son of General and President George Washington.

History says that George Washington married Martha (Dandridge) Custis, and that his marriage was without issue.

* * *

SOLO—E. E. T., City, and C. H., Salinas—A, B and C play solo. A plays a heart solo, B passes, C says he plays heart solo. Can A play over a heart solo? (2) In playing three handed solo, does the dealer have the last say? Can he play a heart solo over the rest of the players?

The answers to both questions is that the first man has the first say.

LINCOLN—J. F. A., Alameda. Has any historian ever declared that Lincoln was a greater man than Washington? If so, what were the exact words? Has any drawn any comparison?

John Lord in "Beacon Lights of History" says: "There are some people in these days who affect to regard Washington as commonplace, as the lawyers of Edinburgh, at one time, regarded Sir Walter Scott, because he made no effort to be brilliant in after dinner speeches. There are others who in the warmth of their innocent enthusiasm think that Lincoln's fame will go on increasing until in the whole eastern world, among the mountains of Thibet, on the shores of China and Japan, among the jungles of India, in the wilds of darkest Africa, in the furthermost islands of the sea, his praises will be sung as second to no political benefactor that the world has seen. As all exaggerations provoke antagonism, it is wisest not to compare him with any national idols, but leave him to the undisputed verdict of the best judges that he was one of the few immortals who will live in a nation's heart and the world's esteem from age to age."

In volume 23 of the "Review of Reviews," 1901, there is an article by Lyman P. Powell comparing Washington and Lincoln, which is too long for reproduction in this department.

* * *

CARTER—M. R. H., Sacramento. Did Willie Wilde marry Mrs. Leslie Carter or Mrs. Frank Leslie?

He married Mrs. Leslie.

Let Trouble Alone

By the POET PHILOSOPHER

ABOUT the sanest motto, methinks, that ever grew, is "Never trouble trouble till trouble troubles you." We worry o'er the future, we worry o'er the past, and worry is the harvest of all our pains at last; calamities that threaten are lighter than they seem, and all our dark forbodings are but a winter dream. And no one loves the fellow who's always in a stew, so never trouble trouble till trouble troubles you. How foolish, how wrong headed are all the human crowd! For when the sky is sunny they're searching for a cloud; and when the crops are thriving they murmur and complain; they fear there'll be too little or else too much of rain; and when their health is buoyant they pore o'er almanacs until they're sure they suffer from bunions on their backs; and so their useless worries just keep them sick and blue—oh, never trouble trouble till trouble troubles you! Of course the world has troubles and some of them will come and smite you in the midriff and put you out of plumb; but don't go forth to meet them and fold them to your breast, but let them come and seek you, then knock them galley west. Oh, this old world is pleasant, the skies are bright and blue, so never trouble trouble till trouble troubles you!

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No Cause for Worry

American Heiress—But, dear, if I accept you every one will say you married me for my money.

French Count—Don't let that worry you; you can pay my debts first, and there won't be enough money left to excite comment.—Satire.

Found Her Unmailed Letters

Gibbs—My wife explored my pockets last night.

Dibbs—How did she come out?

Gibbs—As an explorer should. She acquired enough material for a lecture.—Boston Transcript.

Grubber's Claim to Fame

"Do you think Grubber will leave any footprints on the sands of time?"

"No. Grubber will merely leave a few pencil marks on the margins of his favorite books."—Birmingham Age-Herald.

The Working Grade

"Fifth grade this year, Tommy?"

"Yes, sir."

"You're in decimals or fractions now, no doubt?"

"No, sir, I'm in crochet work and clay modeling now."—Pittsburg Post.

Abe Martin

Tell Binkley says it makes a feller keg backed t' live in a dry town. Miss Fawn Lippincut will not attend any more evenin' functions 'cause it makes her so late gittin' t' bed after she does all th' things Lillian Russell prescribes.

San Francisco Should Become Mecca of Trade and Traveler

By JAMES ROLPH JR.

SAN FRANCISCO has every right to anticipate that the next few years will advance her to an unquestioned position as the hub of activity on the Pacific ocean. This city is at present the leading port and municipality of the western slope of this continent, but what the Panama canal will bring should force San Francisco forward yet more rapidly, until she is head and shoulders above all other cities of this coast, just as New York is the leader of all cities on the Atlantic shore of the continent.

In other words, this city should become the mecca of all trade and travelers. We have the greatest, safest and best harbor in the world, and this on a coast where good harbors are not plentiful. We have a wonderfully rich tributary at our backs. Land trade routes, like those of the ocean, converge here. Nature has done all she could for this section of the world.

But we, too, must do our share. San Diego, Los Angeles, Monterey, Santa Cruz, Eureka, Portland and the Columbia river points, Seattle and all the Puget sound ports, Vancouver and other places, large and small, are busy now with improvements, and filled with ambitious hopes for the near future. Just so must San Francisco busy herself. The exposition to be given here in 1915 will, it is assured, be of such magnificence and unusual distinction that it will draw every one who travels in 1915 out here. The state has voted $10,000,000 with which to improve the water front.

Only the city remains to be put in condition, and there is much to be done—enough to fill the next three years to overflowing.

The building of a city hall, the laying out of a parked people's center and the construction of the $1,000,000 auditorium thereon by the Panama-Pacific International Exposition company will be the first big step in getting San Francisco ready to take the commanding position that the events of the next few years will give her. There is much to be done, and this is the first task that is presented to us. Let us get work started on the city hall, let the exposition company begin work on the $1,000,000 auditorium that they will build free for the city on the people's center grounds, and by 1915 we will have two noble structures, set in a beautiful park, that will be a credit to the city.

With these projects under way, the administration will be free to go on with other necessary works. Many tasks await us, not the least of these being the improvement of our streets. But the whole constructive program the city has mapped out should start with this project of prime importance—the building of a city hall and the laying out of a people's center.

You can give no greater gift to your city than by voting tomorrow for the bonds. You could not do your city a blacker injustice than to be in favor of the bond issue and yet stay at home from the polls. Your vote means nothing unless it is cast. In the ballot box it means a triumph for San Francisco, but unless it is registered it means defeat for the city's hope of greatness. This first step forward in a tremendous program of development is the most important. It is the vital feature of the whole scheme of progress.

Believe in the bond issue—and vote.

HINTS ON GARDENING

III. PLANTING THE GARDEN

By GEORGE FITCH

Author of "At Good Old Siwash"

THE true delights of gardening begin to steal over the enthusiast when he plants his seed. This is a facinating operation, and may be repeated many times, if the neighborhood is well impregnated with hens. Choose a warm evening shortly before a rain for the operation. Make the beds carefully and have your various seeds carefully set out beside you in bushel baskets. Some people prefer to plant a few seeds in each bed, but this is a very poor policy. Nothing was ever gained by stinginess. Many people underestimate the capacity of the average Plymouth Rock hen, anyway. The best method is to remove the top layer of the garden carefully and cover the earth with a two inch layer of assorted seeds. Then replace the rich loam, put three branches over the garden, weigh down the branches with board, and wire the boards down firmly with stout stakes. By this means almost all of your seeds will come up and there will be no room between them for weeds.

Various kinds of products require various plantings. When planting bulbs, bore a hole in the ground two feet deep, tramp down a large brick and fasten the bulb to the brick. This will keep the bulb in the ground where it belongs. Gardeners who have been horrified to find their bulbs coming out of the ground upside down, will realize the value of this suggestion. In planting potatoes, scoop out a small hole, slice a large potato into several pieces with a eye in each, and bury with appropriate ceremonies. Fresh unbaked potatoes are the best. Put out your onion sets about the first of May with iron kettles over them. Watermellon seeds should be planted close to the dog house. Tomato plantlets should be wrapped in tin jackets to discourage cutworms and planted in a warm cool, damp dry place. If you have children it would be best to send them away until the tomato plants have matured, as the feeble plant can not bear the weight of a child.

Right at this point, while you are waiting for your plants to grow, is the place to slip in a little lecture on the value of sagacity. Growing things is largely a contest of wits. Hens are the bane of the gardener, but they are easily foiled. In one corner of the garden, build a high wire corral. Noting the fence, the hens will make the most desperate efforts to get in and out of this corral all summer long. It is needless to suggest that it is not necessary to plant anything inside the corral.

Dogs and boys can be handled satisfactorily by laying out a great number of paths through your garden, and planting everything in the paths. No dog or boy ever travels in the path. Cucumbers and pumpkins should be planted on your neighbor's side of the fence. This will deceive them into believing that the neighbor owns them, and they will immediately crawl through the fence and bear their luscious fruit on your own property.

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PERSONS IN THE NEWS

JOSE RICHLING, consul general of the republic of Uruguay, with headquarters in New York, is at the Palace. He is here to meet a number of agricultural experts from his own country who have been traveling in the South seas and who will arrive here on the liner Tahiti. The party intends to make a study of agricultural conditions in California, investigating orchard products, the wineries and the farm school at Davis conducted by the University of California.

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J. J. SPITZER of Hanford, C. F. Martin and Mrs. Martin of Brocton, N. Y., L. H. Morton of San Diego and W. M. King of Los Angeles are recent arrivals at the Manx.

* * *

R. B. PORTER and J. D. Porter, railroad contractors of Spokane, returned from a trip to Honolulu yesterday and are at the Palace. H. H. Boomer accompanied them.

* * *

F. J. MACKEY of Chicago, who is well known in a number of the large eastern cities because of his large realty holdings and banking operations, is at the Palace.

* * *

DR. E. AVERY NEWTON of Bad Nauheim, Germany, and Mrs. Kate L. Newton of Oregon City, Ore., are among the recent arrivals at the Palace.

* * *

JAMES SHEEHY, an apple grower of Watsonville, is among the recent arrivals at the St. Francis. Mrs. Sheehy accompanies him.

* * *

STANLEY FIELD and Mrs. Field, members of the family of the late Marshall Field of Chicago, are guests at the Fairmont.

* * *

W. D. COATS, manager of the Sperry Flour company in the San Joaquin valley, is at the Stewart with Mrs. Coats.

* * *

FREDERICK J. HASKINS, a newspaper correspondent, is at the St. Francis, registered from Washington, D. C.

* * *

B. SHOENFELD, a merchant of Seattle, is at the St. Francis with Mrs. Shoenfeld and B. Shoenfeld Jr.

* * *

EDGAR A. NEWELL, a manufacturer of Ogdenburg, N. Y., is at the Palace with Mrs. Newell.

* * *

T. W. TWOHY and John W. Hall, railroad contractors of Spokane, are guests at the St. Francis.

* * *

W. C. AYER, an importer of millinery, is at the St. Francis, registered from New York.

* * *

C. H. MASON, a Los Angeles hotel man, and Mrs. Mason are staying at the Sutter.

* * *

GENERAL L. W. PETTIBONE of Niagara Falls is at the Fairmont with his family.

* * *

ROBERT WARING of the controller's office of Sacramento is at the Union Square.

* * *

R. W. HUFTED, a retired banker from Boston, is a recent arrival at the Bellevue.

* * *

R. G. MAXWELL, a Los Angeles automobile man, is registered at the Cadillac.

J. H. BRALY of Pasadena, one of the leaders in woman's suffrage in the southern part of the state, arrived from the orient yesterday with Mrs. Braly. Braly came to California in 1847. The couple celebrated their golden wedding recently and took a trip to Hawaii as a second honeymoon.

* * *

STATE SENATOR A. CAMINETTI of Jackson, Cal.; Alexander Gordon, railroad commissioner; Theodore J. Steinmetz, furniture dealer of Reno, and J. F. Galin, publisher of Martinez, are among the recent arrivals at the Argonaut.

* * *

JUDGE WILLIAM W. MORROW of the United States court has returned from Arizona, where he has been engaged for some time in establishing the federal courts in the new state.

* * *

K. SEKO, a merchant of New York, is at the Fairmont with Mrs. Seko.

* * *

A. A. LINDSAY, a Los Angeles physician, is registered at the Bellevue.

* * *

JUDGE J. G. JENKINS of Milwaukee is at the Palace with Mrs. Jenkins.

* * *

MR. AND MRS. GUY KETCHESON of Portland are guests at the Turpin.

* * *

D. J. DESMOND, a contractor of Los Angeles, is at the St. Francis.

* * *

ERNEST FREEMAN of Los Angeles is a recent arrival at the Arlington.

* * *

J. O. HESTWOOD, a San Jose mining man, is registered at the Sutter.

* * *

LOU G. HARE, surveyor of Monterey county, is at the Union Square.

* * *

H. B. MUIR, a Willits lumber man, is registered at the Colonial.

* * *

R. I. LILLIE, a business man of Honolulu, is a guest at the Stewart.

* * *

W. G. DOUGLAS of Virginia City, Nev., is staying at the Stanford.

* * *

H. W. CAMPBELL, a Stockton banker, is staying at the Turpin.

* * *

FRANK GOLDEN JR. of Reno, Nev., is staying at the Arlington.

* * *

JAMES F. LOTT, a mining man of Goldfield, is at the Stewart.

* * *

FRANK FREEMAN, an attorney of Willows, is at the Palace.

* * *

R. M. SMITH of Los Angeles is registered at the Belmont.

* * *

DR. AND MRS. J. E. PICKARD of Reno are at the Palace.

* * *

A. F. DINGLEY of Modesto is staying at the Stanford.

* * *

F. MOZZETTO of New York is a guest at the Cadillac.

* * *

A. B. KANAP of Fresno is staying at the Belmont.