

American Idealism a Thing To Be Nationally Cherished

THE sentimental attitude toward women and children, which is one of the most typical aspects of American idealism, is constantly illustrated in our short stories.

Thus spoke Dr. Bliss Perry, college professor and magazine editor, lecturing in Berkeley on "American Idealism."

That is an aspect of American literature of which we are not ashamed, an aspect in which we glory. It is the most conspicuous feature of American literature, and while later writers, such as David Graham Phillips, in his lifetime, and Robert Herrick, have sought to break away from the sentimental picturing of home and friends, their works have not struck the note to which the ears of the continent are attuned.

Few Americans may live in the houses their grandfathers built; few have any homes, but keep their household goods in a constant state of circulation between successive flats, so that the Morris chair is more familiar with the moving van than with the living room.

The American literature is the wholesome literature of the world. English mothers select the reading for their daughters by the American imprint on novels. The standards are upheld; not only does virtue triumph, but vice has little to say.

It is not to be denied that there is virtue in the earnest literature of Europe; nor would it be deplored if a sterner note should occasionally appear in America.

HISTORICAL California will be adequately represented at the Panama-Pacific exposition if the plan of Frank H. Powers to reproduce the Franciscan missions of the earliest Spanish days is accepted by the exposition directors and the concession to be asked for by Powers is granted.

There is a double purpose in the plan of Powers and the prominent men and women of the state who are associated with him in the work. Not only will such an exhibition, if it is held, show to the visitors the extent and life of the early mission settlements, but funds will be raised by the exhibit which can be devoted to the rehabilitation of the missions.

Some means must be found to rehabilitate and preserve these holy relics of the first and deepest reclamation of California from the wilderness. The fault of their destruction and decay does not rest wholly upon Americans, as the Mexican government of California was relentless in its persecution of the mission fathers.

CLARA BARTON, in the ninety-first year of her age, died in Glen Echo, Md., on Friday. The days of her life were devoted to prolonging the lives and alleviating the sufferings of others.

It was rare justice of providence that her life was long and honored, that her end was calm. Devoting herself first to educational work, it was not until she was 40 years of age that Clara Barton found her life work.

ROZCO has discontinued diplomatic relations with the United States. In his day Jesse James did the same thing. It might be harsh to compare the leader of the Mexican revolution with the titular chief of the outlaw movement of the United States of a generation ago, but for the methods followed by Orozco and his men, their utter disregard for the private property either of foreigners or of Mexicans, their violation, as in the case of the murder of an American born soldier of General Pancho Villa's army, of the rules of civilized warfare and their general conduct of lawlessness, not only against recognized authority, but against the laws of humanity, the similarity is too striking to escape notice.

Americans naturally give more consideration, more toleration, to a revolution than do any other people. This government was founded by revolution, and it would come with bad grace for us to hinder the struggle for liberty of another people. It is not for us, as it was for the royal houses of Europe in the Napoleonic era, to attempt to suppress a movement for freedom. America has no call to perpetuate tyranny. But the Orozco revolution, such as it is, looks to be the uprising of a discontented faction bent on the capture of the Mexican treasury, rather than on occupation of the president's chair. The minor movements of the revolution suggest such an ambition.

It is a matter of no importance to the United States whether General Pascual Orozco does or does not recognize the American

Waiting for the Returns



consuls accredited to the portions of the country in which he is in power. But it is a matter of importance that the persons and rights of those consuls shall be respected.

San Francisco has now reached sixth place among the cities of the United States in bank clearings, passing, during the first quarter of the current year, both Pittsburg and Kansas City.

And for the first quarter of the year 1912 the positions are: 1. New York, 2. Chicago, 3. Boston, 4. Philadelphia, 5. St. Louis, 6. San Francisco, 7. Kansas City, 8. San Francisco, 9. Baltimore, 10. Cincinnati.

That this should be the case during the first quarter of the present year is a most encouraging sign, for it is admitted that the revival of business, the impetus to building and trade, has just started on the great movement which is to carry San Francisco even farther up the list during the next three years and which will find us in 1920, the next census year, the most important city in the United States after New York and Chicago, not necessarily in population or in bank clearings, but in development and strength.

PERSONS IN THE NEWS

- ALBERT F. ELLIS, who is registered at the Fairmont from Cambridge, New Zealand, returned yesterday from a brief visit to the Yosemite. Ellis, who is the manager of the Pacific Phosphate company's properties in the south seas, is en route to London to attend the annual meeting of that corporation. He will cross the continent leisurely in order to stop at places of interest.
J. B. MITCHELL, one of the consulting engineers that is putting a valuation on property of the Spring Valley Water company, is registered at the Arlington. His wife is with him.
CARROLL ALLEN, former United States attorney at Los Angeles, and later assistant United States attorney general, is a guest at the Palace.
B. F. WRIGHT, a real estate operator of Monterey, arrived at the Marx yesterday with Mrs. Wright.
GILBERT H. CARR, a business man of Boston, was among the arrivals yesterday at the St. Francis.
JOHN T. WRIGHT, a prominent mining man of Elko, Nev., and Mrs. Wright are at the Argonaut.
J. E. WEBBER, sheriff of Butte county, and his family are among the recent arrivals at the Turpin.
COLONEL HERBERT B. WHITTON, a real estate man of Santa Rosa, is a guest at the Marx.
MAJOR E. W. ROSS, U. S. A., stationed at Monterey, is a guest at the Palace with Mrs. Ross.
W. P. McLEAN, a Kansas City realty operator, is registered at the Baldwin.
L. ARLINGTON of Santa Barbara is a recent arrival at the Belmont.
W. C. BROWN and wife of Pacific Grove are staying at the Cadillac.
L. McMURTRY, a Coalbridge oilman, is registered at the Turpin.
W. S. STICKLER of Los Angeles is staying at the Colonial.
W. J. DUNCAN of Merced is a guest at the Bellevue.

OBJECT LESSON IN 12-STORY LIMITED

Girls of Mills College Are Whirled Through S. P. Railroad Offices

FOURTEEN students from Mills Seminary in Oakland, members of the new class in commercial geography, saw the organization of the Southern Pacific company yesterday from the first to the twelfth floor of the Flood building. As they entered one of the huge elevators and were shot up to the top story their first idea of traffic was gained.

This is a limited car," said the operator. "The others on the right are express cars and stop at all floors." Professor C. T. Wright brought the young women students to this side of the bay, and before the railroad offices were inspected a visit was made to the wholesale fruit and vegetable markets.

In the Flood building the class was shown just how the road was operated; how the thousands of freight cars were traced; how, at a moment's notice, the general manager could find out just how many locomotives were in the shop and how many were in good operating condition. Then they were taken to the passenger department and instructed as to the making of a timetable. The law library of thousands of volumes also came in for inspection. In the freight department hundreds of other features, including the segregation and making of tariffs, were explained. The methods of keeping many different sets of accounts occupied the attention of the students for nearly an hour.

Next Saturday morning the same class will visit the Oakland terminals of the Southern Pacific. The dispatcher's office, the shops and the commissary will all be inspected.

J. B. Richard, general superintendent of Northern Pacific, Tacoma, will reach San Francisco today on a business trip.

The Northwestern Pacific has announced its summer schedules. New trains will be operated to give an improved service into the Russian river country. Faster time and better connections will cut the schedule to Eureka by several hours.

B. A. Worthington, the San Francisco railroad man, has for some time been receiver of the bankrupting and Leake Erie. The success that has attended his efforts is indicated by the following from the Wall Street Journal:

Although it is contended and perhaps justly so, that the Leake Erie should never have been put in receivership, the nearly four years in which the company has been operated by a receiver has demonstrated that much has been gained in that time. The ability of the receiver to put itself up by its own boot straps. The receiver has not added a locomotive to his motive power in the four years he has been in charge. In fact, the company has not purchased a locomotive in four years. The results of grade revision work and adequate expenditures on repairs have worked a considerable change in the amount of work accomplished by such engines as the company has in service.

Total expenditures for grade revision work have amounted to only \$275,000, but this has enabled the management to load heavier trains, reduce engine mileage and effect substantial reductions in cost of train movement. Receiver Worthington estimates that for the year ending June 30, next, the saving in locomotive miles will amount to 10 per cent as compared with four years ago. The actual saving for the eight months ended February 29, 1912, is \$1,517,545 miles, or 18.9 per cent. This will represent economies of approximately \$21,000, or 6.8 per cent for the full year, while the actual saving on the improved basis of engine performance was \$467,000, or 5.5 per cent for the eight months.

Receiver Worthington estimates that the saving in locomotive miles will amount to 10 per cent for the eight months and that for the full year it will be 12 per cent. The saving was furthermore made in the face of an increase of about 6 per cent in wages and of 10 per cent in cost of locomotive fuel. This explains the apparent discrepancy between the percentages of saving in locomotive miles and in money. In other words, the saving of 1,517,545 locomotive miles at the average cost for direct expenses in 1908 would have produced a saving of \$1,300,000, or 77 per cent in 1912, so that in addition to the net saving of \$467,000 actually shown for the eight months there was absorbed through these economies more than \$330,000 in increased wages, cost of fuel and supplies.

Immigrants Must Pass Rigid Tests to Enter Golden Gate

By ROBERT NEWTON LYNCH, Vice President and Manager California Development Board

No trans-Pacific liner proceeds directly to its dock upon entering the Golden Gate. While impatient friends of the passengers pace the wharf and wonder why the liner lingers out in the bay for several hours at the end of its long journey a small army of federal officials are aboard making the inspection required by the United States government.

In these days of wireless messages word is received of the vessel's approach hours before it is sighted through the gate, and the quarantine, customs and immigration forces prepare to meet the vessel as soon as it anchors in the quarantine area—that part of the bay lying between Alcatraz and the San Francisco shore. The Argonaut, hearing the quarantine inspectors, first meets the liner, and until it is passed by them there floats from its mast the yellow flag, which is the signal that the vessel is in quarantine and unboardable by any one else.

The doctors examine the ship for the detection of quarantizable diseases. Such diseases do not include the ordinary contagious maladies like scarlet fever, measles, diphtheria, etc.—cases of which are turned over to the local health authorities—but cholera, typhus fever, bubonic plague and other like scourges. If a ship is found to have aboard any of these latter sicknesses it is taken into the quarantine waters off the government quarantine station at the northern end of Angel Island, and no one is permitted to leave or board the vessel until the necessary precautions against the spread of the disease have been taken.

It is unusual for a vessel to be taken into quarantine. Generally the yellow flag is lowered within 40 minutes from the time the doctors go aboard and by the night the quarantine and immigration officials from the customs launch Golden Gate to board. Following the Golden Gate comes a tug with a force of inspectors and interpreters.

No passenger can land from the ship until he has been inspected by the immigration officials. This accounts for the leisurely manner in which the ship lingers along on its way to dock—to give time for the work that must be accomplished.

An immigrant is not necessarily a stowage passenger. Any alien entering the country with the intention of remaining is an immigrant, whether he comes first class or in the steerage, and the immigration laws apply alike to all aliens. Consequently all passengers on vessels arriving from foreign ports are subject to inspection.

Every such vessel is required to bring a manifest (list) of all passengers aboard, stating name, nationality, citizenship, port of embarkation, and destination. More details are added in the case of aliens. Every passenger must appear before the inspectors and verify the facts about himself as set down in the manifest. This applies to the American citizen as well as to the foreign born, and the latter, as well as to the stowage, it is obvious that a further inspection of the aliens can not be made until it is determined who are aliens, and the purpose of making this distinction the Americans must identify themselves to the officials.

There is no exception to the rule that all passengers to appear before the inspectors, except in the case of illness and then the inspectors go to them. The plain American who comes to identify himself according to the manifest, and casually identifies the name of his wife as well, is politely requested to produce said wife for her personal identification. This may appear to be a needless formality, but the inspector merely glances at her, says "All right," and checks her name off the list.

The American considers it a foolish proceeding. What he does not appreciate is the keenness of the eye that rests so briefly on his wife. Many immoral women have been brought to the attention of the inspectors in this manner. The inspector merely glances at her, says "All right," and checks her name off the list. The American considers it a foolish proceeding. What he does not appreciate is the keenness of the eye that rests so briefly on his wife. Many immoral women have been brought to the attention of the inspectors in this manner. The inspector merely glances at her, says "All right," and checks her name off the list.

The doctor of the immigration service must pass upon the physical eligibility of each alien passenger. In the case of the cabin passengers his examination is limited to a general survey of their general appearance, unless his professional eye detects some cause for a more thorough examination. The debarred diseases are such as usually can be detected by a competent physician in the ordinary appearance of the person afflicted.

Among the third class passengers (the third class is replacing the old time steerage on the best passenger lines) a special examination of the eyes for trachoma and of the scalp for favus. These diseases are more apt to occur in the class of persons traveling in the steerage.

Non-medical inspectors make the examination determining fitness other than physical for admission into the country. They are required to state the amount of money in their possession and to exhibit it. Although there is no money requirement, persons are debarred from entry because the small amount of money they are able to show makes it probable that they shortly would become public charges if admitted.

In connection with the money must be taken into account the physical and mental ability of the persons to support themselves, the numbers dependent upon them for support, the amount required to pay their fare to the final destination, etc.

On a boat that recently entered our port was a woman having in her possession \$100, who was denied admission. On the same boat were men having less than one-tenth that amount who were admitted. On the face of it, the discrimination appears unjust, but the further facts which determined the decisions were these: The men with the comparatively small amounts of money were young, able bodied men, and in the majority of cases coming to relatives or friends. On the other hand the woman was 63 years old and appeared older, had no means of earning her livelihood, and did not know a soul in California, where she had come to reside. It did not take much foresight on the part of the inspector to see the probability of the \$100 becoming exhausted years before the end of the woman's life and her becoming a charge upon the public.

All persons concerning whose eligibility there is any doubt are held from landing and taken by the steamship company which brought them to the immigration station at Angel Island for a further inquiry into their cases. It is the exception at the present time for white immigrants to be held at the island, although a few, like the recently woman mentioned above, have

to be kept there now and then until the sailing of the boat which is to deport them.

The Chinese and Japanese are subject to special requirements applying to their races besides the immigration regulations that apply to all aliens. That is to say a Chinese who has been convicted of a crime which an identified criminal would not be permitted to land any more than would an Italian of Englishman with the same disqualifications. In such cases, however, he might have all the qualifications that would admit the Italian or the Englishman and yet be debarred from entry under the ruling which prohibits the entry of Chinese of the laboring classes.

Although Chinese are, in general, debarred, and Japanese are for all practical purposes excluded, exceptions by the understanding of our government with Japan by which we admit only those Japanese who present passports from the Japanese government, then entered the United States during the year ended June 30, 1911, 1,100 Chinese and 2,600 Japanese.

The following classes of Chinese are admissible, and those classes of Japanese who have been granted by their home government; United States citizens—for although an oriental can not become a citizen by naturalization, children born here are citizens by that fact—the wives of American citizens, returning laborers, returning merchants, merchants' wives and children, students, travelers, teachers and officials.

The orientals are on the whole, more closely watched than the white aliens because of the great facilities they have shown in evading excise duties by the means of "picture brides." Almost every boat from Japanese ports carries a levy of "picture brides." These are the girls who are coming over to marry Japanese, and who never have been seen in pictures, and whose fiancés have never seen them except in the same manner. They always are taken to Angel Island for a thorough physical examination, and are released only after they have been duly married to their "picture bridegrooms."

The Japanese are permitted to visit the girls' homes at the island, and the courting that takes place on the benches of the reception room is generally silent and critical, but the end is, with rare exceptions, the same. It takes a brave lady to refuse her swain when the alternative is deportation. They do tell you on Angel Island that there have been a few instances where a girl has been so determined to stand by her fiancé and delay the marriage ceremony, but that the ungalant swain who scorns the hand of his "picture bride" is yet to be found. In some of the brides are not pretty, either.

The immigrants taken to the island are housed in large dormitories, of which there are three for each sex—a Chinese, an Italian, a Danish, and for the women a fourth, to accommodate those women who are being held at the station pending deportation, or trial under the immigration laws. The immigrants are large, airy rooms fitted with iron beds in double tiers, which can be folded up during the daytime if desired.

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Several thousand persons now living upon the island are in a state of limbo, waiting for their cases to be decided. Some are held for three years from causes existing prior to his admission, is liable to deportation. Persons awaiting deportation are held at Angel Island between the time of their arrest and leaving the country. Only a few weeks ago a party was sent from this station to be deported to the United States. It consisted of a Danish fish, an Italian woman from the Agnewassium, an immoral English woman and her son from London, and an Australian ballet dancer from the city and county hospital, five immoral French and one Scotch woman from San Francisco.

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It is highly desirable that congress make an appropriation for this work, for it would put the cleaning up of the city to a large degree in the hands of federal officials, who are wholly outside the political considerations of the local officials.

In connection with the station at Angel Island, is a hospital where sick persons who may be held for any reason are taken care of and where cases that are in dispute because of the appearance of disease are held for observation by the physicians.

Few East Indians are now coming to this country. The number has fallen from 1,700 in 1910 to 500 in 1911. No one has been passing since the year 1908, but since the bookworm has been classed among the "undesirables," practically all the Indians are prevented from entering. The bookworm evidences its presence by the amemic appearance of its victim. Consequently the pale passenger must in these days prove to the immigration doctor that his colorless complexion is due to nothing more serious than seasickness, or he may be taken to the island for treatment.

No mention of the bookworm is made in the law, but it is discriminated against under the regulation which prohibits the admission of persons having any ailment which would be likely to affect unfavorably their ability to support themselves.

At the present time few white immigrants enter California by vessel. The total number of all immigrant aliens entering at San Francisco during the year ended June, 1911, was only 3,400. A few Europeans come from Australia and oriental ports and from Tahiti. The Portuguese and Spaniards who have gone from their native lands to Hawaii are prone to re-emigrate to California. A limited number of Mexicans come by water, but the majority of those entering the state drift across the border. No immigrants come direct from European ports to San Francisco, as the lines do not run between here and there.

It does not take an exaggerated imagination to picture the difference in the volume and the color of the immigration that will enter the Golden Gate a few years hence. The Golden Gate that must result at Angel Island for the accommodation of the increased and changed immigration are only symptoms of the adaptation in other respects which this state must make before we are equipped properly to receive the newcomers.