LA FOLLETTE IS TURNING WRATH ON ROOSEVELT

Wisconsin Candidate Calls One of Colonel's Utterances "Treasonable"

Charges That Former President Is Hand in Glove With Railroad Men

[Special Dispatch to The Call]

LONG BEACH, April 27.—Robert M. La Follette, whose earlier campaign criticisms of Roosevelt's progressive policies have been scarcely more than academic comparisons with his own principles, turned loose the force of his wrath upon the former president in a series of speeches in southern California today.

The Massachusetts address of the colonel formed the basis of the attack, and La Follette did not mince his words. Pausing in the midst of his discussion of the direct primary and Colonel Roosevelt's recent devout espousal of the principle, La Follette stepped to the front of the platform and cried:

"Theodore Roosevelt defends the direct primary law and in the same breath he has the effrontery to declare that he made William H. Taft president of the United States. He said it yesterday in Massachusetts, adding that it does not lie in the mouth of William H. Taft to bite the hand that fed him. 'Made him president!' What a treasonable utterance in a nation where the people are supposed to choose their leaders.

"THE COARSEST THING"

"Oh, the shame of it! No man with the faintest conception of the principles of democracy could have put forth such a blatant statement. It was the coarsest thing ever said in the United States by a candidate for the presidency.

"No man ever did a more reprehensible thing in the history of the country than did Theodore Roosevelt when he took away the power of the people to select their own president. That is destroying our government. It is Mexicanizing our institutions.

"I know what it means. It was put up to me that if I would stand now and support Roosevelt, I could be the party candidate in 1916. But, by the gods that made me, I would not have the presidency in such a way. I won't accept the nomination except upon a platform that is thoroughgoing, progressive. I am not here in California cringing or begging for support. I am here to tell you who I am and what I stand for.

"Colonel Roosevelt is much in favor of the direct primary just now, but that's because there is a steam roller and he is afraid of it. Just let me tell that if President Taft had not been instructed by Roosevelt fours years ago in the management of just such a roller, he would not know what end of the throttle to take hold of.

OPPOSED DIRECT PRIMARIES

"When we were fighting in Wisconsin for the direct primary law that would enable us to drive out the political bosses and rid the state of corruption Theodore Roosevelt, as president, opposed us along with the railroads and the money power of the whole country. Even the postoffice department was turned against us, for when we would send out circulars and printed information on the subject to the voters two and three weeks before a local election in some part of the state they would not be delivered until after the election was over. That was the way Theodore Roosevelt's administration treated this progressive principle, upon which, he now declares, rests his only hope for the nomination."

Again in his address before a cheering crowd of 4,500 men and women in Long Beach Auditorium tonight, La Follette charged Colonel Roosevelt with enjoying the favor of the railroad combinations and the trusts, and warned his hearers against giving their votes in support of a man who has shown already his unwillingness or inability to guard the interests of the people. He said in part:

"When Roosevelt sent for me and told me he had decided I was right in my views upon the Hepburn railroad bill, and that he was wrong in believing it an effective measure, I was delighted. He told me he had looked into the question of the physical valuation of railroad properties, and that he believed in our Wisconsin plan.

"At his request I provided him with a written synopsis of my views on progressive railroad legislation, which he promised me he would embody in an open letter to the interstate commerce commission and also in a special message to congress.

QUIET ON THE RAILROADS

"But that was the last of it. There was never another word from President Roosevelt about the physical valuation of railroads as a basis for earnings until nearly two years later when he declared in a speech in Indianapolis May 30, 1908, that the big railroads of the United States are not overcapitalized.

"He is wrong. You can rebuild all the railroads in the United States for one-half the sum at which they now are capitalized.

"The high cost of living in this country today comes from the demand for dividend on this watered stock on railroads and industrial combinations. And let me tell you that Wall street and Morgan and Perkins are waiting today for a man to take the presidential chair who will legitimize this form of high finance and thus saddle upon the country forever the power of the money kings.

"Colonel Roosevelt calls himself a progressive, but the time is too critical to take on good faith a man whose record is wrong."

La Follette paused occasionally to take a fling at the progressivism of the California state administration, especially with reference to the direct primary law.

"Some of your politicians out here," La Follette told his audience at Compton, "are sneering and saying they have done in California in two years what it took us 14 years in Wisconsin to accomplish.

"Well, in California they have only begun. Your presidential primary, for example, is an abomination; a bungling piece of business. Why men and women are already registered as republicans or democrats, and the campaign in the state is just beginning. They had to declare themselves before the candidates had a chance to be heard. What is the campaign for? We don't do that way in Wisconsin."

In the morning La Follette addressed a large gathering of students at the University of Southern California law school in Los Angeles. The keynote of his speech was expressed by his own creed, "Be everlastingly uncompromising; fix upon your life course, and follow it out through all your life."

La Follette will spend Sunday resting in preparation for his trip into northern California next week.

LESSON OF THE TITANIC WRECK

Responsibility and Remedy Rests With the Public

Review of Marine Disasters of Last Decade Shows Immediate Need of Law Forcing Vessels to Carry Competent Seamen in Crews

By WALTER MACARTHUR,
Editor of the Coast Seamen's Journal.

The most instructive thing that has appeared in print in connection with the wreck of the Titanic is the statement issued by a committee of the survivors. The most important feature of that statement is as follows:

"We feel it our duty to call the attention of the public to what we consider the inadequate supply of life saving appliances provided for on modern passenger steamships and recommend that immediate steps be taken to compel passenger steamers to carry sufficient boats to accommodate the maximum number of people carried on board. The following facts were observed and should be considered in this connection:

"The insufficiency of lifeboats, rafts, etc.; lack of trained seamen to man same—stokers, stewards, etc., are not efficient boat handlers; not enough officers to carry out emergency orders on the bride to superintend the launching and control of lifeboats; absence of searchlights."

RESPONSIBILITY OF PUBLIC

What are we going to do about it? By "we" I mean, not congress, not the gress, not the shipowners, but "we, the people." In the last analysis the people will be responsible for the outcome in this case, just as they must be held responsible for what has already happened.

Unless the people shall act, and that promptly and vigorously, the lesson of the Titanic will be lost in a maze of investigation. Congressional committees will ruminate and report, refer and re-refer, and the total result will be—nothing. Probably something will be done in the matter of wireless and other details. But unless a public demand be made for action in respect to the essential requirements of the case nothing will come of all the present agitation and investigation.

The Titanic disaster will take its place in the long list of similar affairs, to be recalled only when another great shipwreck shall occur to stir the public pulse.

FREQUENCY OF SHIPWRECKS

This prediction is made upon the strength of long experience and close observation. The Titanic wreck differs from others of frequent occurrence chiefly in the number of lives lost and the great publicity given it. In every other respect that calamity is but one of the incidents that constitute the staple of maritime history.

Lloyd's figures for 1909-10 (the latest available) show that 557 vessels were lost by accident during the year. Of these 85 were American craft, not including the shipping employed on the Great Lakes. The figures of wrecks in the latter waters would greatly increase the total.

No official record is kept of the lives lost in shipwrecks, the Lloyds and other insurance companies being interested only in the property involved. It is obvious, however, that the loss of life must be great in the aggregate. But it is only when the number of victims in any particular instance runs into the hundreds that any attention is aroused.

PUBLICITY NO CURE ALONE

And yet the degree of responsibility for the loss of life may be greater in the case of the wreck of a comparatively small vessel than in that of an ocean liner. Certainly the life of a passenger, or even a seaman, on a small coasting craft is just as valuable to the victim, and his death may involve just as much pain and hardship upon his relatives and dependents as in the case of the millionaire whose name may be "familiar as a household word."

To repeat, the wreck of the Titanic is by no means exceptional. As to the amount of publicity which has attended it, it does not follow that the results of that publicity will differ from those achieved in other cases which have aroused great public interest and indignation.

Unless public interest shall be sustained long enough to determine the real responsibility for the great loss of life, and unless the public judgment shall be rendered upon the most material feature of the case, the really valuable lesson of the Titanic wreck will be lost to the world.

SEAMEN NEEDED TO MAN BOATS

All the lifeboats but one carried by the Titanic were launched and subsequently picked up. All the persons placed in the lifeboats were saved, with the exception of a few who died from exposure. From this it is generally assumed that, had the Titanic carried a sufficient number of lifeboats to accommodate all on board, few, if any, lives would have been lost. It is morally certain that steps will be taken to correct this defect in the equipment of passenger ships. Already we read that orders have been given by certain steamship companies to put more lifeboats on their vessels.

In this connection the statement of the Titanic survivors is of the highest importance as touching the fundamental defect involved in the insufficiency of life-boats, namely, the "lack of trained seamen to man same." This feature, "Lack of trained seamen," goes to the root of the whole matter.

TRAINED ROWER ESSENTIAL

Lifeboats are comparatively useless unless manned by trained seamen who may be depended upon to keep them afloat.

It appears that several of the Titanic's lifeboats had only one or two seamen in them.

What would have happened to these boats had the sea been rough?

The reader may answer this question with the aid of his imagination, but the seaman knows from experience that in such event the boats would have been swamped and few, if any, survivors would have been left to tell the tale.

AMERICAN AND BRITISH LAWS

Much has been said about the superiority of American over British law in respect to the requirement of lifeboats, rafts, etc. It is significant that little or nothing has been said on the subject of the number or qualification of the seamen carried on American ships. The fact is that in the latter respect the British law is far ahead of our own.

Briefly, the British law provides that no man shall be engaged as able seaman unless he "has served at sea for three years before the mast," and unless he "possesses a sufficient knowledge of the English language to understand the necessary orders that may be given to him in the course of the performance of his duties." These, of course, are very limited requirements, but, as already stated, they are far ahead of the requirements of American law on the same subject.

It should be understood that the navigation laws of the United States make absolutely no provision in the matter of the qualifications of ships' crews.

QUANTITY, NOT QUALITY

The whole subject is disposed of in the following terms:

"Any vessel of the United States * * * shall not be navigated unless it shall have in its service and on board such complement of licensed officers and crew as may, in the judgment of the local inspectors who inspect the vessel, be necessary for its safe navigation."

Thus the law deals only with the number of men to be carried and leaves that to the "judgment of the local inspectors." Upon the more important question of the qualifications of the men the law is absolutely silent.

BURNING OF GENERAL SLOCUM

It is notorius that in many instances that is, where the seamen's organizations are unabe to make their influence felt, American ships are manned by men who have had no previous experience at sea. Numerous instances are on record of loss of life due directly to this fact. Take, for exampe, the case of the steamer General Slocum.

The Slocum, an excursion steamer, was burned in New York harbor on June 15, 1904, and 955 persons, mostly women and children, were burned to death or drowned. A federal investigation was held. Among the findings of the commission appears the following:

"The mate, in distinct violation of the law and contrary to the requirements of the vessel's certificate, was not a licensed officer. The services rendered by the mate and deckhands in fighting the fire were not what they should have been, and in controlling and aiding the passengers the mate and crew gave little assistance. This was chiefly due to the personnel of the crew, which, from evidence adduced and from the example of the crew that appeared before the commission, was obviously of a low grade as to efficiency. * * * The deckhands are apparently picked up with little consideration as to the knowledge of their duties, have very little discipline, change from year to year (only one of the Slocum's deckhands having been on the vessel before this year) and are unfitted to meet any such emergency as was presented by the disaster to the General Slocum, or to properly take care of such peculiarly dangerous traffic as that on excursion boats.

INEFFICIENCY CAUSED DISASTER

"The inefficiency and poor quality of the deck crew of this vessel, doubtless typical of the majority of the crews of excursion steamers, is one of the essential facts that caused the loss of so many lives."

Following the Slocum holocaust measures were enacted for the improvement of the life saving appliances on board ship, but as regards the qualifications of the men upon whom must devolve the duty of using the vessel's equipment to the best possible advantage, nothing was done.

Nothing has yet been done in this respect. In event of another accident similar to that which befell the General Slocum only good fortune can prevent a great loss of life.

WRECK OF RIO DE JANEIRO

Reverting to the assertion that the number of lifeboats required to be carried on American ships is greater than in the case of British ships, it has been demonstrated upon many occasions that lifeboats are worthless unless men be available for handling them. A case in point is that of the steamer City of Rio de Janeiro, which sank off Fort point, San Francisco, on February 22, 1901. The Rio carried 11 lifeboats, but of these only three were launched, owing to the fact that the Chinese constituting its crew became panic stricken. The Rio carried more than 100 passengers, only three of whom were taken into a boat. In this instance the number of lifeboats was more than sufficient, but the crew, although sufficient in number, were lacking in efficiency. Hence the loss of life.

The United States court of appeals in a decision against the Pacific Mail company (afterward confirmed by the United States supreme court), found as follows:

"It carried 211 persons and 11 lifeboats, three of which were swung by davits from the sides of the ship, and eight of which were on skids on the roofs of the deckhouses. Their equipment and the apparatus for launching them were good. The evidence is that under such conditions five minutes was ample time for the lowering of the boats. It further shows that there was no panic among the passengers or crew; that the passengers behaved well, and that the captain, immediately upon the ship striking the rocks, sounded the alarm and called the crew to the boats. Each of the boats was commanded by a white officer and manned by a part of the Chinese crew. Yet but three of the eleven boats were lowered into the water, one of which (the aft quarter boat, No. 10) was lowered by Officer Coghlan and the ship's carpenter, and but three of the hundred and odd passengers that the ship carried were taken into any boat.

ORDERS NOT UNDERSTOOD

"The case shows that the City of Rio de Janeiro left the port of Honolulu on the voyage under consideration with a crew of 84 Chinese, officered by white men. The officers could not speak the language of the Chinese, and but two of the latter—the boatswain and chief fireman—could understand that of the officers. Consequently the orders of the officers had to be communicated either through the boatswain or chief fireman or by signs and signals. So far as appears, that seems to have worked well enough on the voyage in question until the ship came to grief and there arose the necessity for quick and energetic action in the darkness. In that emergency the crew was wholly inefficient and incompetent, as the sad results proved. * * *

"We have no hesitation in holding that the ship was insufficiently manned, for the reason that the sailors were unable to understand and execute the orders made imperative by the exigency that unhappily arose and resulted so disastrously to life, as well as to property."

Yet a high official of the Pacific Mail company now tells the public that passengers carried by his vessels are immune from danger such as that which befell the unfortunate victims of the Titanic wreck!

BILL NOW IN CONGRESS

The only assurance that lifeboats and other life saving appliances shall be available in times of emergency lies in the passage of legislation requiring that ships' crews shall be composed, in at least certain proportion, of experienced seamen.

A bill to this effect has been before congress for many years. The failure of congress to act upon this measure is due in large part to the opposition of ship owners, who declare that "experienced seamen are no longer needed"! In effect, the opponents of the seamen's bills says that ships are "unsinkable"!

While the seamen and ship owners have been arguing with the committee of congress the press and public have been for the most part silent, precisely as though the subject had no interest for them. The seamen have been left to make the battle alone against the most powerful financial interests.

ALL CAN AID PASSAGE

Whether or not any legislation on the subject of manning shall be passed by the present congress will depend entirely upon the attitude of the press and public, upon whom rests the real responsibility for the backward condition of our maritime law.

Those who wish to help may do so by dropping a line to their congressman and senator, urging the passage of "house bill 11372," requiring that 75 per cent of the deck crews of steamers shall be men who have had three years' experience at sea and who can understand the language of the ship's officers.

Do it now!

Walter Macarthur.

AGRICULTURAL EXHIBIT TRAIN TO TOUR N. W. P.

Cars to Travel Line From Petaluma to Ukiah

[Special Dispatch to The Call]

SANTA ROSA, April 27.—Co-operating with the University of California agricultural college, the Northwestern Pacific railroad has secured the agricultural and horticultural demonstration train which the Southern Pacific company has operated with success for four years and will make a three day run over its line from Petaluma to Ukiah May 6 to 8.

Representatives of the university agricultural college will accompany the train to lecture and give practical illustrations of new agricultural methods.

The schedule of the train is announced as follows:

Petaluma, May 6, 9 a. m. to 12 m.
Cotati, May 6, 1 p. m. to 2:30 p. m.
Sebastopol, May 6, 3:15 p. m. to 5:45 p. m.
Santa Rosa, May 6.
Santa Rosa, May 7, 9 a. m. to 12 m.
Windsor, May 7, 1 p. m. to 2:30 p. m.
Healdsburg, May 7, 2:45 p. m. to 5:45 p. m.
Healdsburg, May 8.
Geyserville, May 8, 9 a. m. to 10:30 a. m.
Cloverdale, May 8, 10:50 a. m. to 12:15 p. m.
Hopland, May 8, 1:15 p. m. to 3 p. m.
Ukiah, May 8, 3:30 p. m. to 6 p. m.

ABANDONED BABY GIRL FINDS HOME IN VALLEJO

Mr. and Mrs. P. H. McDonald Will Adopt Infant

[Special Dispatch to The Call]

VALLEJO, April 27.—A baby girl has found a home with Mr. and Mrs. P. H. McDonald in this city. The little one was born two months ago at the Florence Ward hospital in San Francisco. The mother left the hospital promising to return for the infant. She failed to keep her promise and the hospital people, after waiting several weeks, wrote to Dr. Rachel B. Lain asking her to find a home for the child. Mr. and Mrs. P. H. McDonald undertook to care for the infant and will adopt it.

STOCK DEAL LANDS SPECULATOR IN JAIL

STOCKTON, April 27.—Edward C. Brecker, mining stock broker and land speculator, was convicted this afternoon in Judge C. W. Norton's court of obtaining money under false pretense. Brecker sold Fred Giottonini, a hotel proprietor, a number of shares of mining stock, collected the money for the same, but failed to deliver the stock.

REAR ADMIRAL THOMAS PUT ON RETIRED LIST

WASHINGTON, April 27.—Rear Admiral Chauncey Thomas was placed on the retired list of the navy today on account of age. He was appointed to the naval academy from Pennsylvania in 1867. His active service ended when he relinquished command of the Pacific fleet about two months ago.

Army Orders

WASHINGTON, April 27.—Army orders:

First Lieutenant Alexander W. Maish, ordnance department, is assigned to the Fourth infantry, effective June 20.

Major Gideon McD. Van Poole, medical corps, is relieved from duty at Fort Sheridan and will proceed to Fort Washington, Md., for duty, by letter to the commanding general, eastern division.

Leave of absence for four months and 18 days is granted First Lieutenant Fred J. Conselmann, medical reserve corps, effective upon his arrival at his home.

Captain Otho V. Kean, ordnance department, is attached to the Fifth field artillery, effective June 20, and then will proceed to Fort Sill for duty.

Captain Harry B. Jordan, ordnance department, is assigned as first lieutenant to the Eighth cavalry, effective June 20.

The following changes in the stations and duties of dental surgeons are ordered:

First Lieutenant Frank H. Wolven is relieved from duty at Vancouver barracks, Washington, and will proceed to Fort McDowell, California, and report in person to the commanding officer of that post for duty.

First Lieutenant Raymond E. Infalls is relieved from duty at Fort Douglass, Utah, and will proceed to Vancouver barracks, Wash., for duty.

First Lieutenant John H. Hess is relieved from duty at Fort McDowell and will proceed to Fort Douglass, Utah, and report in person to the commanding officer of that post for duty.

Captain Frank D. Ely, quartermaster, will report at the earliest practical date to the general superintendent, army transport service, San Francisco, for assignment to temporary duty as quartermaster of the transport Buford on its voyage to the coast of Mexico and return.

ROBBERY CHARGES PREFERRED — Oakland, April 27.—John B. Anderson and Fred Schaffer were held to answer by Judge Mortimer Smith this morning on charges of robbery preferred by Frank Ciaragan, a dairyman, who alleges that he was held up in a lonely portion of the road bordering the estuary near the Park street bridge. Bail was fixed in each case at $2,000.

136,490 VOTERS ARE REGISTERED

San Francisco Has 66,362 More Republicans Than Democrats on List

The whole number of registered electors in this city is 136,490, according to the official figures given out by Registrar Zemansky yesterday. The male electors outnumber the women a little more than four to one.

There are 109,920 men and 26,570 women enrolled. Zemansky also tabulated the voters according to their political affiliations, finding 66,362 more republicans than democrats. The total number of democrats registered is 20,291.

The remaining 29,546 who registered represent union labor, prohibitionists, socialists and those who declined to state their affiliations, the latter being in the large majority.

Here are the registration totals by districts, according to the old district enumeration:

Twenty-eighth	3,012
Twenty-ninth	2,142
Thirtieth	2,907
Thirty-first	4,638
Thirty-second	8,738
Thirty-third	12,030
Thirty-fourth	12,927
Thirty-fifth	8,724
Thirty-sixth	5,386
Thirty-seventh	13,815
Thirty-eighth	9,836
Thirty-ninth	19,566
Fortieth	7,386
Forty-first	8,205
Forty-second	4,405
Forty-third	5,226
Forty-fourth	3,600
Forty-fifth	3,127

The following partisan segregation is made according to the new district enumerations:

District—	Rep.	Dem.
Twenty-first	6,300	1,800
Twenty-second	2,957	700
Twenty-third	4,341	1,175
Twenty-fourth	5,147	1,498
Twenty-fifth	8,191	2,069
Twenty-sixth	8,526	2,066
Twenty-seventh	7,611	1,572
Twenty-eighth	7,972	1,364
Twenty-ninth	7,314	2,046
Thirtieth	8,665	2,033
Thirty-first	8,243	1,432
Thirty-second	7,467	1,567
Thirty-third	4,819	999
Total	88,653	20,291

Marriage Licenses

SAN FRANCISCO

The following marriage licenses were issued Saturday, April 27, 1912:

DOLDER—GOULD—Edward G. Dolder, 23, 82 Waller street, and Alice May Gould, 20, 247 Page street.
FASSLER—SCHELLING—Xaver Fassler, 55, Sonora, and Barbara Schilling, 42, Sonoma.
HANSEN—PETERSON—Christian R. Hansen, 25, 1446 Florida street, and Annie C. Peterson, 22, 1440 Florida street.
KEEFE—EIPPER—James W. Keefe, 38, 417 Gough street, and Flora C. Eipper, 35, 1306 Tenth street.
McINTOCH—BOYLE—Robert D. McIntoch, 29, Hotel Stratford, and Nellie Boyle, 23, Hotel Stratford.
MELLIS—SAVAGE—Morton M. Mellis, 22, 1306 Ellis street, and Isabella I. Savage, 18, 458½ Haight street.
MOORE—BAGALA—Edward O. Moore, 21, 68 Whitney street, and Elsie A. Bagala, 21, 217 Paris street.
NELSON—VAUGHAN—Frank A. Nelson, 24, Sacramento, and Vivian E. Vaughan, 18, Sacramento.
REYNOLDS—ROWLEY—Stuart Reynolds, 21, Vallejo, and Hazel V. Rowley, 20, 816 Central avenue.
STAPNER—FRANCIS—Charles L. Stapner, 154 Ellis street, and Amelia Francis, 22, 93 Wolfe street.
STEINES—OWEN—Charles W. Steines, 44, Fairmont hotel, and Marguerite Owen, 30, Normandie hotel.
ZUMKELLER — MAJEWSKY—William Zumkeller, 29, 1287 O'Farrell street, and Augusta Majewsky, 24, 3330 Jackson street.

OAKLAND

The following marriage licenses were issued Saturday, April 27, 1912.

ANTONIO—MAGNANI—Valenzino A. Antonio, 22, San Francisco, and Argenide Magnani, 19, Oakland.
CAVAGNARO—BAKER—George A. Cavagnaro, 26, and Grace M. Baker, 20, both of Oakland.
DOUGHTY—STRANGE—James Doughty, 27, San Francisco, and Jeannette Strange, 24, Oakland.
GARETTO—GERBA—Giacinto Garetto, 23, and Luigia Gerba, 19, both of Oakland.
HAGIN—ABERNETHY—John W. Hagin, 34, and Genevieve Abernethy, 20, both of Oakland.
NABRIGA—FERNANDES—Archil Nabriga, 23, Lafayette, and Mary Fernandes, 18, Oakland.
ORIO—CAVELLO—John Orio, 23, and Giuseppino Cavello, 18, both of Oakland.
PRATT—ROLLINS—Charles H. S. Pratt Jr., 18, and Marie Rollins, 17, both of Oakland.
RUDISILL—BAYUK—Ivan Rudisill, 32, Columbus, O., and Anna Bayuk, 20, Philadelphia.
SANTOS—PERRY—Manuel Santos, 21, and Rose Perry, 19, both of Oakland.
TILLER—TOMLIN—N. Tiller, 53, Richmond, and Beulah W. Tomlin, 42, Oakland.

BIRTHS

BLACK—In this city, April 21, 1912, to the wife of Robert G. Black, a son.
BOHMAN—In this city, April 27, 1912, to the wife of Robert A. Bohman (formerly Freda Merten), a daughter.
COYNE—In this city, April 24, 1912, to the wife of J. F. Coyne, a daughter.
CROCKER—In this city, April 17, 1912, to the wife of A. J. Crocker, a son.
DIERCKS—In this city, April 20, 1912, to the wife of Henry Diercks, a son.
DYER—In this city, April 17, 1912, to the wife of John J. Dyer, a son.
FRANTZ—In this city, April 21, 1912, to the wife of George D. Frantz, a daughter.
HURRELL—In this city, April 20, 1912, to the wife of Elmer S. Hurrell (formerly Helene Anderson), a son.
LARSEN—In this city, April 16, 1912, to the wife of Peter Larsen (nee Andersen), a daughter.
MANNING—In this city, April 24, 1912, to the wife of George W. Manning (nee Daten), a daughter.
SIEBERT—In this city, to the wife of B. F. Siebert, a son.
WHITEHEAD—In this city, April 21, 1912, to the wife of S. B. Whitehead Jr., a daughter.

MARRIAGES

NELSON—VAUGHN—In this city, April 27, 1912, by Rev. J. W. Horn, Frank Arthur Nelson and Miss Vivian Elsie Vaughn, both of Sacramento.

OBITUARY

LIEUTENANT COLONEL F. H. HARDIE—New York, April 27.—Lieutenant Colonel Francis H. Hardie, U. S. A., retired, who, in 1910, was appointed inspector at large of the Panama canal, is dead at his home here after a long illness from an affection of the throat. He was 58 years old, and before his retirement, three years ago, had seen active service in the Spanish-American war in Cuba, in the Philippine islands and in many Indian uprisings.

DEATHS

ALEXANDER—In this city, April 25, 1912, James J. Alexander, dearly beloved husband of the late Mary B. Alexander and beloved father of the late Angelia Alexander and dearly beloved son of the late Anne Alexander and beloved brother of Sarah Alexander, Mrs. J. Marshall and Mrs. M. E. Flores, a native of San Francisco, aged 36 years.

Friends and acquaintances are respectfully invited to attend the funeral tomorrow (Monday), April 29, at 10 a. m., from the parlors of the Western Undertaking Company, 1236 Valencia street between Twenty-third and Twenty-fourth, thence to St. James church for services at 10:30 o'clock a. m. Interment Holy Cross cemetery, by carriage.

PILES
CURED TO STAY CURED
WITHOUT THE KNIFE
NO HOSPITAL FEES
NO DETENTION FROM BUSINESS
CHARGES MODERATE
NO PAIN
FISSURES, FISTULAS, ABSCESSES, ULCERATIONS and all other diseases of the rectum and lower bowel CURED PERMANENTLY.
DRS. WHITTEN & REEB,
Rooms 209-214 Westbank Building,
830 MARKET STREET.
Hours 9 to 5 daily, 2 to 5 Sundays.
Phone Sutter 24. San Francisco.

BIRTHS, MARRIAGES, DEATHS

AHERN—In this city, April 26, 1912, Edward, beloved son of Thomas and Annie Ahern, a native of Dunsmuir, Cal., aged 3 years and 10 months.

Friends are respectfully invited to attend the funeral services tomorrow (Monday), April 29, 1912, at 9:30 a. m., at the Star of the Sea church, Point Lobos and Eighth avenues. Interment (private) in Holy Cross cemetery.

BECKER—In this city, April 26, 1912, Katharina, dearly beloved wife of the late Wendelin Becker, and loving mother of John, Josephine, Helena and Katharina Becker and Mrs. T. Merz and Sister M. Wendelina and Sister M. Antonette (O. F. M.), a native of Hessen Nassau, Germany, aged 62 years 4 months and 9 days. A member of Third Order of St. Francis and Christliche Mutter Verein of St. Boniface's church.

Friends and acquaintances and members of the above societies are respectfully invited to attend the funeral tomorrow (Monday), at 8:30 a. m., from her late residence, 29 Maple court off Fourteenth street between Guerrero and Dolores, thence to St. Boniface's church, where a requiem high mass will be celebrated for the repose of her soul commencing at 9 o'clock a. m. Interment Holy Cross cemetery, by carriage.

BUCKLEY—In this city, April 27, 1912, Michael J., beloved son of Michael and the late Ann Buckley, and brother of Daniel F. and William F. Buckley and Mrs. John Beasley of Wardner, Idaho, and Mrs. Jerry Cronin of Butte, Mont., a native of Grass Valley, Cal., aged 43 years and 27 days.

Friends are respectfully invited to attend a requiem high mass, which will be celebrated for the repose of his soul, tomorrow (Monday), at 9:30 o'clock a. m., at Star of the Sea church, Eighth avenue and Point Lobos avenue. Remains at the residence of his brother, William F. Buckley, 562 Ninth avenue. Interment Smartsville, Yuba county, Cal., by 12 o'clock train from foot of Market street. Kindly omit flowers.

BULLARD—In Oakland, April 27, 1912, Elizabeth Bullard, wife of the late John H. Bullard, and mother of William, Samuel, John J., Albert E. and Arthur C. Bullard and Mrs. John Blacklock and Mrs. M. E. Jones, a native of Newark, England, aged 90 years 7 months and 26 days.

Remains at the residence of McMaster & Briscoe, 609 Twenty-fourth street near Grove, Oakland. Interment Shiloh, Cal.

CAMERON—In this city, April 27, 1912, Maggie, beloved wife of John Cameron, and mother of J. W. and Nellie J. Cameron and Mrs. R. W. Tucker, a native of Nova Scotia. (Virginia City, Nev., papers please copy.)

The funeral services will be held tomorrow (Monday), April 29, at 1:30 o'clock p. m., at the family residence, 1293 Fourth avenue, Sunset. Interment Cypress Lawn cemetery.

DALY (CODY)—There will be a solemn requiem mass for the repose of the soul of the late Nell G. Daly, at St. Peter's church, tomorrow (Monday), April 29, at 9 a. m. Friends are invited to attend.

DAVIS—Entered into rest, in this city, April 23, 1912, at his late residence, 2515 Sacramento street, near Fillmore, Ben, beloved husband of Rebecca Davis, loving father of Cora Davis, Mrs. Arthur H. Fishler, Mrs. George Dwelle, Mrs. Charles Lord and Rose and Thomas Bryson, and loving brother of Mrs. S. Woolf of Salt Lake City, Mrs. H. M. Bendheim of New York city and Mrs. H. Rothschild of San Francisco, a native of San Francisco, aged 52 years 3 months and 21 days. A member of South San Francisco lodge No. 212, F. and A. M., Journeymen Butchers' P. and B. association, and camp No. 64, W. O. W. (New York and Salt Lake papers please copy.)

Friends and acquaintances are respectfully invited to attend the funeral today (Sunday), at 1 p. m., from his late residence, 2515 Sacramento street near Fillmore, thence to Golden Gate Commandery hall, Sutter street between Steiner and Pierce, where services will be held under the auspices of South San Francisco lodge No. 212, F. & A. M., commencing at 1:45 p. m. Interment Hills of Eternity cemetery, by electric car from Turk and Steiner streets.

JOURNEYMEN BUTCHERS' P. & B. ASSOCIATION—Officers and members are hereby notified to assemble at 2515 Sacramento street near Fillmore, today (Sunday), at 12:30 p. m., to attend the funeral of our departed member, Ben Davis. By order

MAT BRADY, President.
F. J. COYLE, Rec. Sec. Pro Tem.

DAVIS—In Eureka, Cal., April 25, 1912, Michael, devoted son of Thomas and Mary Davis, and loving brother of James, Thomas, Hugh and Helen Davis and the late Mrs. T. C. Conroy, a native of County Galway, Ireland.

DREYER—In this city, April 26, 1912, at his late residence, 801 Buchanan street, John J., dearly beloved husband of Anna Dreyer, and devoted father of Mrs. C. Peters, Mrs. G. Tietjen and Mrs. L. C. Larsen and John H. Dreyer, a native of Elmshorn, Germany, aged 64 years 3 months and 12 days. A member of the Norddeutscher Verein.

Friends and acquaintances are respectfully invited to attend the funeral today (Sunday), at 2 p. m., from the parlors of Suhr & Wieboldt, 1385 Valencia street near Twenty-fifth. Interment Cypress Lawn cemetery, by electric funeral car from Twenty-eighth and Valencia streets.

GLOVER—In Phoenix, Ariz., April 25, 1912, Stephen C., dearly beloved husband of Mary Glover, and devoted son of Andrew and the late Jane Glover, and loving brother of George A., John F., Dr. C. A., Andrew J. and James J. Glover and Mrs. R. C. Overholtzer and Mrs. and L. Figueiredo, a native of San Francisco, Cal., aged 45 years.

HARNEY—In this city, April 27, 1912, Mabel W., beloved wife of Robert Harney, and daughter of Mrs. William Oakley, and sister of Etta L. Sherer, a native of Massachusetts.

Friends are respectfully invited to attend the funeral services today (Sunday), April 28, 1912, at 2:30 o'clock p. m., at her late residence, 200 Fair Oaks street corner of Twenty-third. Interment Cypress Lawn cemetery, by automobile.

HUFFMAN—In this city, April 25, 1912, James Harvey, beloved husband of Anna Huffman, a native of Missouri, aged 42 years. A member of Abraham Lincoln Council No. 2, Junior Order United American Mechanics; San Francisco Lodge No. 88, International Association of Machinists, and National Association of Stationary Engineers. (Portland and Vancouver papers please copy.)

Friends are respectfully invited to attend the funeral services today (Sunday), April 28, at 2 o'clock p. m., at his late residence, 542 Naples street between Persia and Russia. Interment Cypress Lawn cemetery, by carriage. Kindly omit flowers.

JEANS—In this city, April 27, 1912, Thomas Jefferson Jeans, beloved father of Mrs. Laura Shelton, Mrs. Mattie McCabe, Mrs. Mary Armstrong, Mrs. Rose Cox and Mrs. Nellie Wolf and William F., George W., Henry, Harvey L., Thomas J. Jr. and Alexander Jeans and the late Leonard and Frank Jeans, a native of Missouri, aged 81 years 3 months and 13 days. (Woodland, Cal., papers please copy.)

Friends are respectfully invited to attend the funeral services today (Sunday), April 28, at 3 p. m., at the West Side Christian church, 2520 Bush street. Interment tomorrow (Monday), April 29, at Woodland, Cal., on the arrival of the 11.20 a. m. train. Remains at Gray's chapel, Geary and Devisadero streets.

JOEHNKE—In this city, April 25, 1912, John Joehnke, a native of Germany, aged 58 years.

JOHNSON—In Mill Valley, April 25, 1912, Mrs. Christine Johnson, loving wife of Peter Johnson, and dearly beloved mother of Mrs. O. Newman, Mrs. Harry Lausten, Mrs. Gus Kallander and Mrs. Jack Domergue and Louis, Gus, Anna, Emanuel and Ellen Johnson, a native of Sunne, Sweden, aged 56 years and 8 months.

Friends and acquaintances are respectfully invited to attend the funeral services today (Sunday), April 28, 1912, at 3 o'clock p. m., at her late residence in Mill Valley. Interment Fernwood cemetery, Manzanita.

JONES—In Chico, Cal., April 27, 1912, Miss Amy C. Jones.

Remains will be brought to this city in care of Halsted & Co.'s undertaking parlors, 1122 Sutter street. Notice of funeral later.

KUGLER—In this city, April 27, 1912, Rowena Edmee, dearly beloved daughter of John F. and Ida L. Kugler, and loving sister of Pearl, Violet, Tola, Margaret, Joseph, Charles, Othnell, Hardy and the late William, George and Franklin Kugler, a native of San Francisco, aged 1 year 9 months and 7 days.

LANDERS—In Berkeley, April 26, 1912, Gertrude, beloved wife of John J. Landers, and beloved mother of Idella Landers, and loving daughter of Mary M. and the late Phillip Smith, and sister of Percy L., Edward J. and Susie C. Smith, a native of San Francisco, Cal.

Friends and acquaintances are respectfully invited to attend the funeral tomorrow (Monday), April 29, 1912, at 9 o'clock a. m., from her late residence, 1925 Parker street, thence to St. Joseph's church, where a requiem high mass will be celebrated for the repose of her soul, commencing at 9:30 a. m. Interment Holy Cross cemetery, by funeral car leaving ferry building, foot of Market street, San Francisco, at 11:30 a. m.

LINDSAY—In this city, April 26, 1912, William F., dearly beloved son of the late William and Anna Lindsay, and loving brother of Mrs. Frank Mellor and Mrs. J. C. Hayes of Santa Rosa, a native of Illinois, aged 43 years. A member of San Francisco Aerie No. 5, F. O. E.

Friends and acquaintances are respectfully invited to attend the funeral today (Sunday), April 28, at 1:30 p. m., from the parlors of J. J. Crowly & Co., 692 Valencia street between Seventeenth and Eighteenth. Services will be conducted under the auspices of San Francisco Aerie No. 5, F. O. E. Interment Mount Olivet cemetery.

SAN FRANCISCO AERIE NO. 5, F. O. E.—Officers and members: You are hereby notified to attend the funeral of our late brother, William F. Lindsay, today (Sunday), April 28, at 1