

HOUR NEARS FOR SLAVIC VENGEANCE UPON AUSTRIA

THE western world has little conception of the wrongs that the Slavonians have suffered at the hands of Austria-Hungary for many years.

Save for brief periods, when some great patriot won some temporary relief, the Slavs have been regarded by both Austrians and Hungarians practically as a subject race.

In 1868, after long striving to secure what they regarded as a modest form of autonomy, the Croat-Slavonian subjects of Franz Josef made a compromise with Hungary in order to save themselves from entire effacement as a national entity.

To overcome all Slavonian effort for recognition and the recovery of rights of which they had been robbed by force, the Austro-Hungarian officials, from premiers to underlings, resorted to the most scandalous intrigues, in which calumny, forgery and the rankest tyranny were the weapons of the oppressors.

The seizure of Slavonian Bosnia and Herzegovina in 1909 served to disillusion even those who had some faith in Austria's sincerity of purpose in her protestations of well meaning toward her Slav subjects.

Now the crisis arrives, with Austria taking arms to resist the recovery by the Slavonian people of a part of the territory that belongs to them by geographic, ethnologic and political right.

"My countrymen," said the baron, "have treated Croatia badly, prevented its development and exploited it financially; they will pay for this some day."

That day is evidently now at hand—unless Austria-Hungary recedes from her present position regarding Dalmatia and an Adriatic seaport for the Balkan allies.

Some New York women have decided not to give diamonds and pearls for Christmas gifts this year. Nothing novel about that.

Amendment No. 29 Should Have Had The Indorsement of Civic Bodies

CHARTER amendment No. 29, providing for the extension of outside and night registration and allowing annual vacations of two weeks to permanent employes under the election board, should have had the indorsement of the civic and commercial bodies.

The election board's permanent employes number only fourteen. Their employment is governed by a charter provision of fifteen years ago, adopted when there was only one election a year.

The firemen get vacations under an earlier amendment of the charter and the employes of all other city departments are treated likewise, because there is no charter inhibition to prevent.

Mayor Rolph warmly approves this amendment and has publicly gone on record as hoping that the change would be made.

The Call believes the amendment should pass. It is merely corrective of a fault, bringing the charter up to date, doing justice to faithful and hard working employes and involving no appreciable increase of expense.

The Standard Oil building in Sansome street will be next the subway. Will the former adopt the method of annexation or consolidation?

Eastern Sentiment at Last Awakened to The Justice of Equal Suffrage

WE of California, who have come to accept woman's suffrage as a matter of course, so smoothly and sensibly has it worked into our political system, may have forgotten that only a year ago it was an untried problem, approved by an all too small majority of voters.

In the greater number of states of the union, in the more densely populated states, the right of women to vote has not been acknowledged. But it is interesting to note the sympathetic viewpoint of eastern editors toward suffrage now that ten states have adopted it and since in the last campaign all parties were only too glad to accept the eloquence and influence of women in their several causes.

On the result of the election which added four states—Michigan, Kansas, Oregon and Arizona—to the scroll of commonwealths fair to women the Boston Herald said editorially:

The decision of most far reaching importance was not the election of Wilson, but the adoption by four states of a woman's suffrage amendment to the constitution. In the light of this decision, the common sense thing for the country to do is to recognize woman suffrage as decreed by the spirit of the age, whether wisely or not, and to adjust itself accordingly.

The New York Globe was of one mind with that view. It said: Not the most momentous aspect of the election was the election of a president, but the great change effected in these four (suffrage) states. Its influence will endure long after the Wilson administration has taken its place in history.

The New York Evening Sun, speaking of the activity of women in the last campaign, said:

Never before were women urged into political service as during this campaign, and they are there to stay. No party can ever again afford to ignore them, or attempt a campaign without their moral and practical aid, and their eagerness for the service of women will forever silence their old time cry of "Keep women out of politics!"

Undoubtedly in the next presidential campaign women will play an active and important part, even in nonsuffrage states. By that time, probably, several more states will have voted for equal rights

NEARING THE LIP



and will be enjoying the enlightened condition consequent on such action. Thus all the national conventions of 1916 will be compelled to make suffrage a national party pledge.

The spirit of the west, strongly for justice to women, goes marching on.

The auxiliary fire protection system not only puts out the fire, but puts out half the spectators as well.

It must be awful to be a democrat—to know that you are entitled to a job, but can't decide which to take.

The Geary street railway has advertised for inspectors. How about a starter?

Put Pressure on Washington to Get Us Those Destroyer Contracts

COMMERCIAL bodies, labor organizations and civic associations must not let slip the opportunity which San Francisco had to resume the building of warships. The Union Iron works of this city has put in a bid for the construction of two of the six torpedo boats authorized by the last session of congress, and the navy department is inclined to consider the bid.

Mayor Rolph, in Washington, and acting Mayor Jennings has been working hard for the award of the contract to the San Francisco plant. The cost of the vessels here, under the bids submitted, would mean only a 2 1/2 per cent differential, whereas when other war vessels were constructed here the differential was 4 per cent.

In allowing the differential, as Mayor Rolph says, the government is not employing bad business methods, but, on the contrary, is benefiting itself, for it is vital to the life of the navy that there be in operation on this coast a shipyard capable of handling vessels of the navy. Furthermore, in the case of torpedo boat destroyers, at least one of the new vessels will be stationed on this coast and the cost of bringing it into the Pacific from an Atlantic shipyard would more than offset the difference in contract price.

This is an urgent matter, and the sentiment of San Francisco, of California, of the Pacific coast must exert itself at once and wire its recommendations to the navy department that this harbor be considered when the contracts are awarded for the new destroyers.

Topic for our debating society: Was it caused by the mince pie or the turkey?

There is neither cloud nor McCloud to mar our title to Hetch Hetchy.

Increase of Trade With China a Task For the Chamber of Commerce

CHINA'S business is an important commercial prospect for San Francisco to which the foreign trade department of the San Francisco Chamber of Commerce may give profitable attention. According to the Daily Consular and Trade Reports issued by the department of commerce and labor of the United States for November 23, this country ranked fourth in exports to China during the year 1911, increasing its trade and its relative position during the year, but still behind Hongkong, considered as a foreign port, and behind Great Britain and Japan.

China's imports and exports in its trade relations with the leading countries are reported as follows:

Table with 3 columns: Country, Imports from 1910, Exports to 1911. Rows include Hongkong, United Kingdom, Japan, United States, British India.

The gain of the United States in the year is the largest by percentage of any foreign country, but the United Kingdom has more than double our export trade to China.

Geographically the bulk of American trade with China should pass through if not originate in this port, and it is the task of the foreign trade department of the San Francisco Chamber of Commerce to increase the trade. If it does not, no other body or agency can be expected to do so.

AND THE CHILD WAS CONDUCTOR

Five Year Old Lydia Irene Nuthall Shows W. G. Carmichael the Sights

W. G. Carmichael, special tourist conductor for the Union Pacific, had a real worried look on his face yesterday when he dropped in at the local Union Pacific offices in the Flood building to see Henry Avila.

"What's the matter?" queried Avila. "I'm weighted down with my responsibilities this trip," replied Carmichael. "I just dropped in to say howdy and now I've got to run back to the nickelodeon."

Avila looked at him suspiciously. Then Carmichael did some explaining. He told how he had started from Los Angeles Thursday night for Chicago and was entrusted with the care of 5 year old Lydia Irene Nuthall, who was being sent to her mother in Chicago. Carmichael said it was his busy day, as he had to entertain his charge up to the time of the departure of the train last night. When Lydia tried of picture shows she was taken on car rides and kept plentifully supplied with candies. The matron at the ferry landing told Lydia in charge last night for a time, but turned her back to Carmichael just before train time.

The Southern Pacific has decided to make matters a little more convenient for its patrons. Wherever feasible it will move the ticket window in its stations from the rear of the interior nearer to the entrance.

E. M. Mathus has tendered his resignation as Southern Pacific agent at Newcastle, Placer county, effective January 1. He intends to develop some fruit property.

Howard Bruner, formerly chief freight clerk of the Union Pacific at Omaha, has been advanced to the position of assistant general freight agent at Omaha.

L. M. Cheshire, district freight agent of the Union Pacific at San Jose, was in San Francisco yesterday on business.

E. L. Lomax, passenger traffic manager, and J. G. Lowe, district passenger agent of the Western Pacific, have just returned from a trip to San Diego and Los Angeles. In the latter city they participated in the conference that fixed special rates for several coming events.

ANCIENT ADVICE

By the POET PHILOSOPHER

COME, let us do our shopping early, before the Christmas rush begins, and buy a doll with tresses curly—or buy two dolls—they are twins. This theme is all that I can think of, the only subject for a lay; the bubbling spring that poets drink of for me is dry as last year's hay. I've scratched my head for hours together to find a subject for a song, and there is nothing but the weather—and that I've sung about too long. I've scratched my head till it is popping, disturbed the household's restful calm; there's nothing left but Christmas shopping that one in verses may enbalm. Oh, sisters, do yours shopping early, before the rushing throngs begin, for when you reach the portals pearly St. Peter will not let you in! There's nothing doing in this harp is made of rusty tin. Oh, brothers, the country's quiet as the town, the suffragists have simmered down, the poets' briny tears are dropping down his whiskers to the floor; there's nothing left but Christmas shopping that calls for anthems any more. The knee spring mass is sour and surly, the harp is made of rusty tin. Oh, brothers, do your shopping early, before the Christmas crowds begin! WALT MASON.

NEW HAVEN

By GEORGE FITCH

NEW HAVEN, the metropolis of Connecticut, is a large, old fashioned town located between two great sounds—Long Island sound and the Yale athletic field. It is connected with New York by a four track railroad and two steamboats and with the rest of the world by the football returns. It is called the Elm City because it is situated in a vast grove of 100 year old elm trees. Taking care of these trees and keeping the gypsy moths out of them is the principal New Haven industry.

New Haven has 123,000 people and has been accumulating them since 1638 when it was first settled. It has had an eventful history, having been captured by the British in 1779 and by the alumni of Yale in each succeeding June. It is a great manufacturing town. Its principal products being clocks, firearms, automobiles and members of the All-American football team. It is also the headquarters of the New York, New Haven and Hartford railroad. New Haven boys have two ambitions—to go to Yale and to get a job in the N. Y. N. H. & H. offices.

As the reader may have suspected from this article, New Haven contains Yale college. This is its greatest feat and it does not always succeed. It comes to it part of the time, but at other times Yale bursts forth and devastates the country as far west as Broadway, New York. Yale college has 3,000 students and it keeps about 25,000 New Haven people busy ministering to their wants. Yale and the New Haven road have made the city great.

New Haven's two finest things outside of Yale are its oldest and newest landmarks—the old Green, which is the city square and contains two beautiful prehistoric churches, and the Taft hotel, which mitigates the hardships of the captains of industry who come to New Haven to see their sons play football. The city is on a level plain, but lies between two great rocks—east rock and west rock, both of which afford the casual wanderer unparalleled facilities for falling off.

New Haven was once joint capital of Connecticut with Hartford, but many years ago the statehouse was removed to the latter city to prevent the Yale freshmen from playfully hiding it each fall.

PERSONALS

WILLIS M. MILLS, special assistant to the attorney general of the United States, came up from Los Angeles yesterday for a conference with E. D. Townsend on the filing of a suit against the Southern Pacific in reference to their claims to oil bearing lands in the state. He is accompanied by Mrs. Mills and is staying at the Palace.

LUTHER RODGERS, attorney of Salt Lake; Harold J. Fish, an attorney of Los Angeles; F. E. Weeks, a mining man of Los Angeles, and Mr. and Mrs. W. R. Spalding are among the recent arrivals at the Palace.

W. L. McEWEN of Los Angeles, C. Y. Burns and Mrs. Burns of Venice, R. W. Johnson, U. S. A., and John Nevin Sayre of Sonoma, Bethlehem, Pa., were among yesterday's arrivals at the Stewart.

CHARLES F. FURY, an attorney of Petaluma, C. E. Brown of Tacoma, W. S. Thompson and Everett Crane of Modesto and A. M. Drew of Fresno are guests at the Marx.

HIDEJO SHIGI, a business man of Kobe, is at the Palace. He has been traveling through the eastern states on business and will leave today for the Orient.

W. M. BEAMAN, a topographical engineer in the bureau of the United States geological survey, is at the St. Francis; registered from Washington, D. C.

A. E. KELLY, a well known democrat of Manila, who attended the Baltimore convention, is at the Palace with Mrs. Kelly. They are on their way home.

C. A. NONES, owner of the quickstart mines at New Alameda, left for New York yesterday on a business trip. He will return in about a month.

S. TOGNAZZINI, a grocerman of San Luis Obispo, is a recent arrival at the Argonaut. He is accompanied by Mrs. Tognazzini.

FRED J. SIEBERT, a mining engineer of Goldfield, who has charge of the Wingfield properties, is staying at the St. Francis.

CARL PARKER, president of the Toy company of Los Angeles, is among the recent arrivals at the Palace.

F. R. JONES, purchasing agent for the Southern Pacific company at Sacramento, is at the Stanford.

J. W. BARNICOTT, owner of the Sunset Ferry ocheard at Newcastle, is staying at the Baldwin.

C. S. MILES, a real estate operator of Los Angeles, is at the St. Francis with Mrs. Miles.

F. W. STALL and George E. Stall, mining men of National, Nev., are guests at the Palace.

A. A. CHAMBERLAIN, a steel contractor of Sacramento, is registered at the Argonaut.

A. B. SWAIN, a bank cashier of Sebastopol, and Mrs. Swain are guests at the Sutter.

J. P. YATES, an insurance broker of Los Angeles, is staying at the Palace.

W. B. DEVEREUX of New York is spending a few days at the Fairmont.

H. A. STROUT, a mining man of Reno, Nev., is a guest at the Argonaut.

CAPTAIN B. WALTERS of Stockton is among the arrivals at the Dale.

E. H. DE WITT, a Eureka lumber man, is staying at the Sutter.

A. S. DINGLEY, sheriff of Modesto, is registered at the Stanford.

H. A. BUNAWAY of Merced is a guest at the Dale.

J. J. COLEMAN of Chicago is at the Baldwin.

Ferry Tales

REMEMBER the ferry tale



about the fire drill on the Key Route steamer, in which a number of women were drenched with salt water? Here is the sequel. In reading it you may perhaps change your mind about the attitude of big public service corporations toward their patrons. You will at least give this corporation credit for taking the initiative in an effort to right a wrong that was the result of an accident over which the company really didn't have much control.

Nobody would think it necessary to instruct a deckhand not to point a hose that he knew was about to erupt salt water in the direction of women passengers, or passengers of any kind. Perhaps it was because nobody did think this necessary that half a dozen fashionable dressed women had to go home that morning and change their clothes instead of enjoying teas, luncheons and other such entertainments.

The accident was reported to the company and the next day an official was detailed to find the victims and reimburse them for any damage their rental sustained in that salt water shower.

I wouldn't advise any commuter in need of a new suit of clothes to step in front of a hose during one of the fire drills that are going to be held of the trip across the bay hereafter, but I do think the company's action in this particular instance is sufficiently unusual to be made public.

Saying pleasant things about public service corporations occasionally meets with unexpected rebuke. There was the case of Dr. E. W. Alexander. The doctor lives in San Rafael and if Marin county were a pretty girl she would blush at the praise that she would bestow on the doctor's lips every time anybody in the county flows the climate over there, doctor?

Going home the other evening, the tall and handsome medico started a solo in praise of the equipment of the Northwest Pacific. He liked the boats and he thought the trains were kept up in first class condition. He was particularly enthusiastic about the roadbed.

"Just notice," he said, "how smoothly this train travels. There is not a jar, not a wobble."

As he concluded the train rounded the sharp curve of Mill Valley Junction and the doctor, who had it packages in his arms and on his knees, was deposited with all his impediments in the aisle. Judge F. M. Angellot rushed to the rescue and helped gather up the scattered bundles.

"You spoke too soon, doctor," said the judge.

"Perhaps so," remarked Alexander ruefully, "but you'll have to admit" (the doctor was brushing his clothes vigorously) "that this dirt comes off rather easily."

Which indicates that the doctor is some optimist.

At Vine street station, Berkeley, is a shoeblack with the soul of a true artist. I never met a gentleman, but hope to some day, when I have a large leisure at my disposal. I am judging him entirely by the sign that appears over his stand. It is so out of keeping with the spirit of the place that it is worth reproducing. Here is what the sign says:

"Good afternoon, time. Give me time and you will get the best. Rush shines do not last. Come early."

L. W. Lovey, the attorney, took a crowd of law commuters into his confidence the other morning. He was in trouble and wanted suggestions from his friends as to the best way out. Whether they helped him or not I do not know. It interested me of his troubles that interested me.

He had for a client a Greek who was in partnership with a fellow countryman. Together they had a fruit stand. There was a "misunderstanding" and Lovey's client went to him with a request that he arrange for a dissolution of the partnership. Lovey's client wanted to buy the other Greek's share. The other Greek refused to sell and also declined to make any offer for his partner's share.

"There's only one thing for you to do," advised Lovey. "You start right with the business and make things as disagreeable as possible for your partner. He'll get tired of it after a time and he'll be glad to ask you to disengage. Lawyers, however, are brave. Lovey was aroused from a sound sleep that night by the ringing of the telephone in his peaceful Alameda home. It was the police headquarters in San Francisco. His client was in jail charged with assault to commit murder and his client's partner was in the receiving hospital.

There was a water boiler for the city, which Lovey took. He saw his client at the city prison. He had learned that the other Greek, although extensively bruised and banged up, was not seriously hurt.

"What does this mean?" inquired Lovey. "What have you been doing?" "Me?" replied the Greek. "I did just what you told me to do."

"What I told you?" almost screamed Lovey. "What I told you?" "Shuramike. You tell me make things disagreeable. E. do."

LINDSAY CAMPBELL

ANSWERS

DEPARTMENTS—L. C. H. Salem, Ore. It is not necessary when writing to a department of the United States government, to give the name of its head office. It is sufficient to address the communication: "Department of Justice, Washington, D. C." "Department of Commerce and Labor, Washington, D. C."

THE POPE—E. Berkeley. The pope is called the successor of St. Peter because Peter was given a divine commission invested with the three attributes of king, priest and teacher over all the followers of his master. Whatever powers were conferred to Peter are henceforth the Roman Catholic faith to be continued in full measure to his duly appointed successors.

STORING POTATOES—A. B. Berkeley. "The object to be aimed at is the storage of potatoes for the winter." says a bulletin issued by the department of agriculture. "Is to keep them at as low a temperature as possible without freezing, and at the same time keep the surrounding air as dry as possible."

WHY NOT ANSWERED—B. L. O. and Subscriber City. The reason the questions as to sale of a hose and the force of water through a certain size pipe are not answered is that this department, as it has frequently announced, does not solve arithmetical or other like problems.

TIME DIFFERENCE—Subscriber City. The difference in time between San Francisco and New York city is: Ordinary time, 2 hours 15 minutes and 30 seconds; standard or railroad time, 2 hours.

ABE MARTIN



One of the most dangerous things about drinkin' is th' similarity between a lack an' a check. If you, Karr has got poll evil from smokin' Section day segars.