

WHAT SAN FRANCISCO NEEDS

PURSuing a definite plan for the betterment of San Francisco, The Call presents today a list of the city's needs. It does not purport to be complete, but it will serve as the basis of individual and collective effort; it will stimulate thought and inquiry, will lead to concentration of endeavor—will, in fine, get us "down to brass tacks."

Two weeks ago The Call made an effective showing with a page full of bold-face type setting forth some of the things San Francisco has. It attracted much attention here and throughout the state as the most condensed and yet the most graphic and effective presentation of the city's assets ever given in a newspaper.

"San Francisco Needs—", to be found on another page of this issue, is even more interesting and suggestive than the "San Francisco Has—" of November 17. In this partial enumeration of the material and immaterial needs of the city there is food for any citizen's thinking, inspiration for every citizen's effort.

Well begun may not actually be half done, but it is a long step toward accomplishment and achievement. San Francisco has made a brave start. There can be no quitting now, no relapse into the old, easy-going ways that lead to nothing good.

The prime need—the summing up, the essence of The Call's list—is co-operative promotion. That includes capitalization of our neglected assets; wide publicity about what we have and intend to have; the replacing of the hammer of knockery with a flag to wave or a broom wherewith to sweep away the dirt of dead, idle years; enthusiastic general support for every plan and project that will make toward the building and strengthening of genuine metropolitan greatness.

Immediately, right here and now, there is a chance for every citizen to help fill a San Francisco need. That chance is in the charter amendment election of December 10. The city's present needs the constructive amendments; its future demands them if it is to live up to the hope and promise of these times.

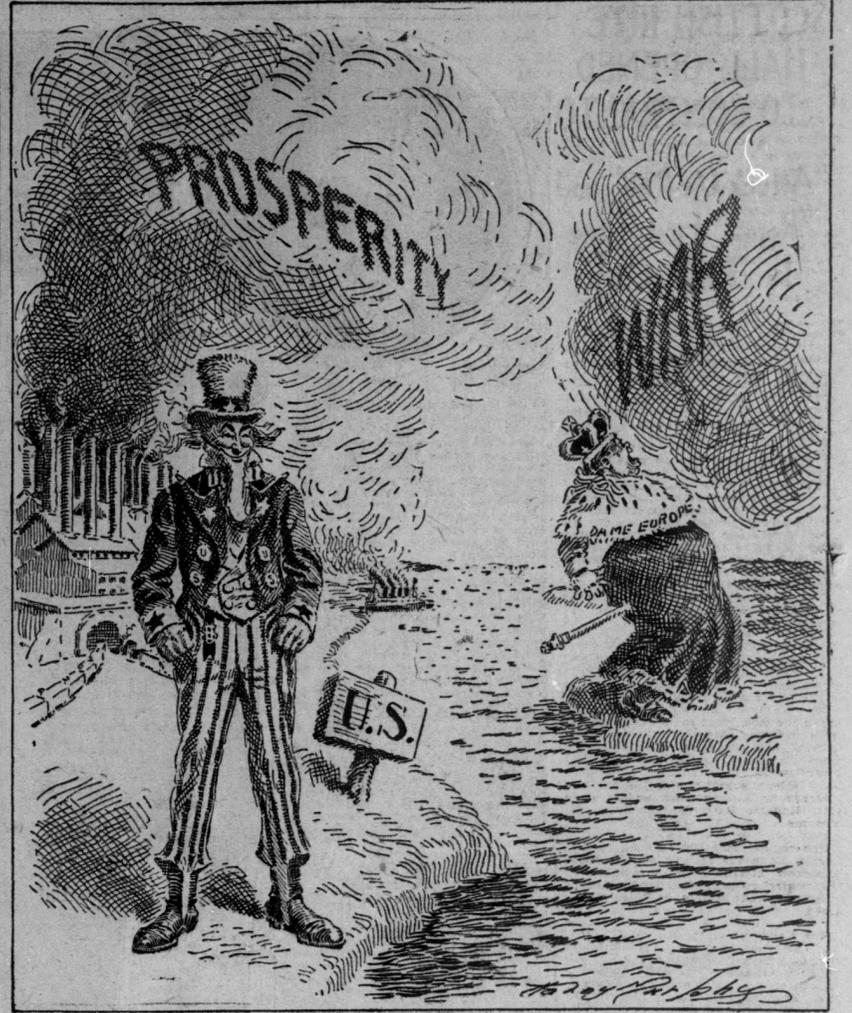
There's nothing the matter with the spirit of San Francisco—the new spirit of progress that came to us as a sort of compensation for calamity. We had waited long for it and talked much about how to get it. Then, lo! it rose, strong, serene and indomitable, out of the smoke and the flame of ruin.

But as yet there is too little of that spirit working effectively. It is like the water of a mountain stream pouring to waste, like the pent-up energy of coal or oil. It needs to be harnessed, controlled, let loose—to be set turning the wheels of production, hauling the loads of progress and improvement.

That task The Call has made its policy, platform and business—to get the splendid progressive spirit of San Francisco to getting results. Let anybody who chooses smile or sneer at this policy; The Call does not mind cynical amusement or even abuse as long as it knows it is constantly doing something for the achievement of the bigger, better San Francisco. There is plenty to be done and plenty of satisfaction in doing it.

And The Call knows now that it talks to a big and interested audience—and that audience grows rapidly in numbers and enthusiasm.

DIFFERENT KINDS OF SMOKE



Congress Should Give Proper Rank to The Officers of Our Navy

SECRETARY MEYER, in an interview published in the Boston Transcript, renews the plea of the navy department for adequate rank for officers in that service. He urges that congress create at once the rank of admiral and vice admiral of the American fleet. His recommends will come up early before congress.

The United States is the third nation in naval strength in the world, pressing Germany close for second honors, but in ranking officers, as the appended table shows, it is nowhere.

There has always been an objection in the United States to creating high rank in either army or navy on the theory that it would be offensive to the democratic American spirit. There was an undercurrent of feeling, perhaps, that a man wearing the title of lieutenant general or admiral of the fleet might be more able to establish a military dictatorship than an officer wearing the lowlier honors of major general or rear admiral.

Those childish hobgoblins of democracy should be laid aside and American officers placed on a parity with officers of foreign fleets.

Secretary Meyer says: A battle fleet should be commanded by an admiral; vice admirals should command squadrons; rear admirals should command divisions. Our great battle fleet is commanded by a rear admiral, with four other rear admirals under his orders. This violates the principle of rank, which is that each separate degree of duty and authority, all depending one on the other, requires a separate rank. It is not a question of our naval officers, as individuals, being placed in inferior positions when they meet the fleets of other nations. It is that in the eyes of other nations we put ourselves in the position of an inferior.

The following list of the flag officers of all nations shows that in any combined operations or international functions where naval forces are present the United States, with only the rank of rear admiral, would take the lowest place in rank:

Table with 4 columns: Country, Admiral of Fleet, Vice Admiral, Rear Admiral. Lists countries like England, Germany, France, Italy, Austria, Spain, Russia, Japan, Holland, Denmark, Norway, Sweden, Argentina, Brazil, Chile, Peru, China, Portugal, Turkey with their respective officer counts.

* Grade exists, but is now vacant. † One acting. ‡ Yes; number doubtful. § Lieutenant admiral; exists, but is now vacant.

Sixty thousand dollars changed hands on the Thanksgiving day fight, but the police records show no violations of the law. The bets must have been made in aeroplanes.

The "preliminary" boxers of Los Angeles have formed a union. Well, it's their business to strike.

Here Is One Wife of a Prisoner Whose Faith Endured Ten Years

THERE is a durable faith behind the love of the woman who married Albert T. Patrick when he was in the shadow of the electric chair, convicted in New York of the murder of his aged benefactor. That faith has now been rewarded after a lapse of ten years; the couple entered upon their long deferred honeymoon on that appropriate of all days for happiness, Thanksgiving day.

Not long ago the cynics were chuckling over statistics from San Quentin prison showing that few wives of prisoners cleave to their immured partners longer than three years. Under the California

law conviction of a felony is sufficient ground for divorce from a prisoner, and it is the deduction from San Quentin figures that the average woman in such case does not "stick" beyond the three year limit.

Mrs. Patrick is of different mettle. Not only did she marry a man convicted of murder and voluntarily assume what the world believed was a sure prospect of ignominious widowhood, but she stood by her husband during the decade of his imprisonment. Though she did not see him alone in ten years, her loyalty never wavered.

It was a cheerless honeymoon upon which Mrs. Patrick embarked ten years ago, but the reward came on Thanksgiving day with the reunion with her husband. Patrick has had his troubles, but he is not entirely without compensation.

The London suffragettes who are destroying the mails have probably been incited to that act by a typographical error in their instructions.

Four Hundred Years After Balboa the Door of the Pacific Will Open

FOUR hundred years after the discovery of the Pacific by Balboa it is proposed to rediscover the greater sea in a vessel still damp with the waters of the Atlantic. To recall sentimentally the Balboa achievement it is proposed to send through the completed Panama canal on September 25, 1913, the first vessel that will navigate the locks. On September 25, 1513, Balboa, pushing valiantly through the jungle at the head of his little leather jacketed company, found the end of his trail across the isthmus.

He had been beating his way through the wilderness en route to that storied India which had lured Columbus across the uncharted seas. Every mountain scaled might bring them in sight of the turrets of an oriental city. Balboa pressed on with feverish eagerness. He scaled the "lone peak in Darien," and before him rolled the billows of a boundless sea. The horizon to the west was unbroken; another ocean had come into the ken of man.

Four hundred years after that day another captain will sight the Pacific. From the bridge of a mighty ship he will gaze over the huge concrete walls and locks and beyond them will behold the waiting sea. His vessel will sink slowly as the waters are drained from the locks and the steel prow will cleave the reluctant Pacific, 400 years to the day after that Pacific became first known to man.

Thus and then will the skill of twentieth century Goethals take rank with the prowess of sixteenth century Balboa.

The oil to be exhibited at Oroville this week will do much to lubricate the wheels of northern California prosperity.

California Is Properly Jealous of Its Distinctive Place Names

NOT San Francisco alone, but the entire state is strong in its feeling that the United States Geographic association sinned against the spirit and genius of California when it ruled that Yerba Buena island should be officially known as "Goat Island."

The Porterville Messenger makes the point that "a well chosen place name is a sort of description." The same paper asks: "What is Knutsford but the ford of Canute and Frankfort but the ford of the Franks?" And it adds: "Every aptly chosen name of a town is a help to the better understanding of this country and the people who live in it."

Continuing, the Messenger says: The English names of Connecticut and Massachusetts testify to the fact that the original settlers were bent on founding a new and better England. The Moravians of Pennsylvania, like the Latter Day Saints of Utah, have told their experiences and their ideals in the names they gave up their settlements. We ought to be as jealous of our Spuyten Duyvis and our Yerba Buenas as we are of our language and our literature. Perhaps the people of San Francisco will be able to overcome the force of official folly in trying to change the name of Yerba Buena island to Goat Island. Those of us in other parts of the state ought certainly to help them.

Porterville, unfortunately, is not one of those cities that bear picturesque, romantic Spanish names. It deserves that grace.

AUTO INCREASES RAILWAY TRAFFIC

The automobile is not a competitor of the railroad, but is a welcome feeder, according to J. A. Monroe, general freight agent of the Union Pacific, who has just been investigating the cry that the automobile is hurting the passenger traffic of the railroads.

Monroe says that everything that makes it more convenient for the people is for the general good, in which the railroads must inevitably share. He holds that there are four factors in modern life contributing to the general convenience more than any other. These are the automobile, the electric light, the telephone and the bathtub. These factors mean that the advantages of the city have been transferred to the country. That means the development of the country to a degree heretofore unimagined.

Automobiles mean good roads. Good roads mean that the farmer can get his produce to market from sections heretofore unaccessible. The telephone means that in Nebraska and Kansas the farmer is no longer dependent upon Liverpool prices for wheat. The more such factors for the development of our country the better off the railroads are, despite any trifling loss in local passenger traffic on Saturdays and Sundays because people use their own cars for short excursions.

The largest special train for a theatrical company coming to this coast will bring the Ben Hur company to this city January 6, according to Henry Avila of the Union Pacific, who received a five page circular letter from his company yesterday, inviting the literary for the organization. The train carries two standard Pullmans, two tourists, three day coaches and six baggage cars. There are 153 people in the company. One of the baggage cars is occupied by a camel and horses.

James Fugazi, agent of the French line at San Francisco, has gone to New York with a party.

Charles Fisher, traveling passenger agent of the Rock Island lines, has gone to Chicago on business.

S. M. Tate has been appointed traveling passenger agent of the Baltimore and Ohio. He was formerly with the Southern Pacific and is very popular along railroad row.

J. S. Stevens, commercial agent of the Chesapeake and Ohio at Los Angeles, was a visitor in San Francisco yesterday.

C. D. Dunann, passenger traffic agent of the Pacific Coast Steamship company, has gone to Chicago to attend a meeting of general passenger agents.

ABE MARTIN



PERSONALS

MISS ALMA BERGREN, Albert Burch, Dr. Hermann Jans and Mrs. Jans, Mr. and Mrs. J. A. Jevne, Mrs. Louis F. Montague, Ernest Schulz, Mrs. H. Anker, August Huoppe and H. E. Hvalsoe, all of San Francisco, sailed yesterday from New York for Plymouth on the George Washington.

J. F. THORN and Mrs. Thorn and E. A. Wheeler and wife are at the Union Square en route from Goldfield to the southern part of the state, where they will remain several weeks.

THOMAS FOX of Sacramento, a director of the Pacific Mutual Life Insurance company, is at the St. Francis, accompanied by Mrs. Fox. The couple are passing several days with friends.

MAJOR BOWHILL, former army man from Vicksburg, Henry B. Grider, a mining operator of Goldfield, and George A. Arnold, a merchant of Vacaville, are guests at the Manx.

THOMAS A. LYNCH and Mrs. Lynch of Fresno and Alfred Harrell and Mrs. Harrell of Bakersfield are guests at the Fairmont while on an extended tour of the United States.

W. L. JONES, state senator from Oregon, and Mrs. Jones are guests at the Stewart. J. C. Feger, a coal operator of Fresno, was among other arrivals.

D. W. HOPKINS and W. Beckford Ekibey Jr., both of Sonora, Mex., are registered at the St. Francis. Both control vast ranch interests in Mexico.

J. L. PACKARD JR., a capitalist of Gregory, S. D., with his family are guests at the Manx while touring California during the winter months.

CAPTAIN AND MRS. ALFRED BULLEN, the former of the Philippine scouts, are guests at the Palace. They returned recently from the islands.

D. H. HOSSETTER JR. and Mrs. Hostetter, society folk of Pittsburg, are in San Francisco on an extended visit, registered at the Palace.

A. DUSENBERY, a hotel man of Salt Lake City, and E. D. Bannister, a mine owner of Sacramento, are at the St. Francis.

MRS. ABRAHAM STERN returned from an extended visit to New York and took apartments at the Fairmont for the winter.

MRS. C. S. CARLSMITH, wife of Judge C. S. Carlsmith of Hilo, T. H., has taken apartments at the Stewart.

D. A. PATTULLO, a capitalist of Portland, is at the Palace for a three days' business trip in San Francisco.

HOWARD THROCKMORTON, a Los Angeles broker, and Mrs. Throckmorton, are at the Palace.

FRANK F. ATKINSON, assistant district attorney of Sacramento, is at the Stewart.

J. M. BALTUFF, a manufacturer of Minneapolis, is at the Bellevue with Mrs. Baltuff.

J. W. S. BUTLER and family of Sacramento, are registered at the Union Square.

F. A. DILLON, an attorney of Portland, is among the recent arrivals at the Dale.

ELWOOD BREUMER, a lawyer of Sacramento, is a guest at the Stanford.

J. H. BRADLEY, a real estate dealer of Los Angeles, is at the Bellevue.

D. C. BROOKE, a traveling salesman of Seattle, is staying at the Columbia.

C. E. SIMON and wife of Sacramento are stopping at the Baldwin.

E. MCGREDIE and wife of Sacramento are registered at the Dale.

JOHN H. ROBBINS and wife of Sacramento are at the Baldwin.

J. W. WILSON, a miner of Maryke, is registered at the Stanford.

J. B. WITHEROW, a Bakersfield real estate man, is at the Sutter.

MRS. M. W. LITTLETS of Los Angeles is staying at the Columbia.

MRS. E. A. SMITH of San Jose is at the Columbia.

J. E. WOOD of Stockton is staying at the Sutter.

ANGER

By GEORGE FITCH

ANGER is an overheated bearing in the temper which causes the brain to stop working until it is cooled off.

However, the brain is the only part of an angry person which stops working. An angry man is the busiest specimen of humanity. It keeps the tongue, eyes, arms, legs and teeth busy doing justice to some cases of anger; and it takes a full hospital corps and a reinforced police department to handle the results.

Anger is caused in many ways, and can be produced with no practice, even by a mere child. Sometimes a four word adjective will produce enough anger to keep the county appellate and supreme courts tolerably busy for several years. After a frail man, weighing only 140 pounds, can don a mask and chest protector and produce 25,000 cases of anger in the third degree on the baseball field in less than 10 minutes.

Some men can be made furiously angry by an underdone pancake or a late breakfast or a slow stretcher or a man with an impertinent face. These men are angry so much of the time that they often die at an advanced age with their brains almost unused. Other men require a great deal of encouragement before they light up with the glare of battle. Sometimes a quiet man can be annoyed for several hours before he ignites. Beware of such men. Their fuses are usually short and when they explode they are full of shrapnel.

Anger produces startlingly different effects on its victims. Some men get angry exclusively with their tongues. Others have quick tempered fists, while still others have nervous and excitable trigger fingers. There are men who can not express anger without the aid of a brick and there are men who will nurse a case of bad temper for months until election time enables them to make a cross where it will do the object of their wrath the least good.

Anger is a great nuisance in the world and is many times more dangerous than hydrophobia to the nation. But the lack of facilities for getting angry is almost as great a curse. The man who can view a masher with calmness or can laugh happily while villains are abstracting the reins of government is as useless as a gasoline engine which fails to explode when the current is turned on. The right kind of anger when effectively harnessed up has saved nations and has made cold pallid remains out of villains.

ANSWERS

MONEY LENDING—C. C. H. City. If a man who works in a machine shop where about 150 men are employed, and when any of them are "down" lends such money as sums ranging from \$5 to \$50 and "charges" quite a bit of interest for the accommodation, and does this as a regular business, he becomes a money broker and should pay a broker's license fee.

EGGS AND POULTRY—F. C. H. City. The shipment of eggs and poultry from Petaluma during 1911 was 8,124, 129 dozen eggs and 80,532 dozen poultry. It is estimated that besides this one and one-quarter million dozen eggs were used for home consumption and hatching. The average profit on each hen is that district is about \$1 a year.

FOR THE NAVY—C. S. San Luis Obispo. To obtain information as to pay, duties, requirements and so forth for one who wants to enlist in the United States navy on this coast, communicate with the "Naval Rendezvous," 417 Market street.

MAPS—Subscriber, Vacaville. If you had enclosed a self-addressed and stamped envelope or signed your name to your letter of inquiry about maps you would have received an answer by mail. This department does not answer questions calling for addresses of business houses.

CANADA—Subscriber, City. The money value of merchandise imported from and exported by the United States to Canada last year was: Total imports, free and dutiable, \$100,863,415; exports, domestic and foreign, \$99,506,015.

CAVALRY—A. City. The order of precedence in which the United States cavalry (colored) moved in the procession when President Roosevelt visited San Francisco in May, 1902, was according to the usual military formation.

OLD PICTURE—J. E. P. City. An old picture showing San Francisco in 1849 has no real market value.

LITTLE LEAVES—M. B. Berkeley. The old song, "Come, Little Leaves," is to be found in "Selections for Memorizing."

MIDWINTER FAIR—F. J. Mountain View. The midwinter fair in San Francisco, 1894, covered 160 acres.