

LET CONGRESS GIVE EAR TO THE APPEAL OF ALASKA

AMERICANS whose patriotism does not stop with the boundaries of their state and is not restricted actively to standing when the band plays "The Star Spangled Banner" should read of the condition of Alaska as presented in yesterday's Call by D. M. Stewart of Seward, the chief Alaskan port.

Particularly they should read and consider the significance of these words:

I was at a public meeting where a thoroughly respectable American citizen introduced a resolution that had previously been made in two other towns, advocating secession from the United States and annexation to Canada. The outraged people of another town, in emulation of their Boston forefathers, dumped a cargo of foreign coal into the sea, while nothing but the wise counsel of a few leading men prevented the serious mauling of a well known "conservationist," whose illogical, ill advised activities the citizens of another town considered responsible for the commercial disaster wrought upon them.

This unfortunate condition was brought about by the inaction of the government, which permits coal fields as extensive as those of Pennsylvania to lie idle and undeveloped, as useless as a clay bank, as unproductive of heat as a granite slab, while the people of Alaska are forced to import their fuel from Japan at almost prohibitive prices.

Now, the fault of the government does not lie in withdrawing the land from entry pending protective measures to prevent the fields from being grabbed by corporate interests, which, while developing Alaska, would subject the people of that territory to much the same extortion they now experience. The inexcusable fault of the government at Washington has been in allowing those fields to remain inactive when adequate legislation could have been passed by congress to develop the deposits and protect the rights of the people of Alaska. It is immaterial to the Alaskans whether they purchase their coal from Cunningham direct or from the American smelter trust, the Guggenheims, whom Cunningham is reputed to represent, or from the United States government or from John Doe, a leasing operator, if the selling price of the essential commodity is as reasonable as the conditions under which the mines are operated will permit. The government, however, must not give the coal lands away.

But what is wanted is development, development, development. Secretary Fisher is credited with being friendly to the development of Alaska. As a conscientious official and a man of judgment he could not be otherwise. But the secretary of the interior will go out of office in March and a new secretary will be appointed, either to take up the work where Fisher's energetic labors end or to start all over again. That depends upon the new secretary's common sense and his ability to assimilate the responsibilities of his office without an attack of administrative indigestion.

The Pacific coast must stand united to see that the progress already made in Washington, tedious as that has been, is not lost with the change of administrations. The Pacific coast must insist on a speedy adoption of liberal regulations for coal mining development in Alaska, protecting in every way the rights of the United States, but also encouraging by every fair means the opening up of those mines. The development of transportation is equally essential.

The appeal of the people of Seward, which may be considered as expressive of the sentiment of Alaska, ends with these resolutions:

Resolved, that the honorable body, the congress of the United States of America, be and is hereby requested to cause the immediate construction of a trunk line of railroad from the Pacific coast to the Yukon river, having its terminus at Seward, on Resurrection bay; be it further

Resolved, that we demand the immediate opening of the coal fields of Alaska to entry on a leasing or royalty basis, with due protection to those who have already located coal claims honestly and according to law.

The most devoted conservationist could ask no more and the most grasping mining operative can expect no more in these days of enlarged public vision than the formulation of the spirit of those resolutions into law.

In 1867 the purchase of Alaska by the United States for \$7,200,000 was called "Seward's folly," in derision of the secretary of state who made the bargain with Russia.

Let congress now act upon legislation which may be called "Seward's wisdom," in honor alike to the presence of that secretary of state and to the initiative of the Alaskan seaport that bears his name.

The "Poet of Wild Goose," in his difficulty to persuade the father of his fiancée that he is a suitable husband for the girl, has this poetic consolation: Another poet, Browning by name, was likewise distressed.

If Albany (New York) could only get autonomy from the (Tammany) Turks.

San Francisco Must Prepare Definitely For the Fourth of July

CHRISTMAS gone by and the new year coming, it is not too soon to take up definitely the matter of celebrating Independence day. The fourth of July will be with us soon enough; let San Francisco prepare not only for a "safe and sane" celebration, but also for a patriotic metropolitan observance of the day of our liberties.

The fourth of July celebration of 1913 ought to be an event to prove that San Francisco can celebrate on a grand scale. In a year and a half after July 4, 1913, we shall be in the midst of an uninterrupted eleven months of celebration. Let us give a little preliminary during the coming year.

The celebration must be a city wide affair. The mayor and board of supervisors may as well prepare for it now by appointing committees to map out the preliminary work. An appropriation for an adequate celebration, in addition to the regular charter appropriation, should be included in the forthcoming budget.

The spirit of the city will be easily awakened. The civic bodies—the Downtown association, the Mission Promotion association, the Fillmore Street Improvement association, the Civic League of Improvement Clubs, the California club and other women's clubs—should be invited by the municipality to appoint representatives to arrange for San Francisco's biggest and best fourth of July celebration, so that the people of San Francisco can celebrate the day at home with music, parades, fireworks by day and night—with such a program of patriotic rejoicing that not only will the people of San Francisco stay at home, but the people of surrounding communities will come to San Francisco and make here a California wide celebration.

"STAND BACK AND GIVE HIM AIR!"



Government Takes Up New England's Fight Against Mellen Road

NEW ENGLAND will put aside its Christmas spirit in order to view with satisfaction the prosecution of Charles S. Mellen, president of the New York, New Haven and Hartford railroad, and others, on a charge of violating the Sherman anti-trust law in forming a conspiracy in restraint of trade. Whatever the merits of the indictment, the people of New England will probably believe the worst. The New York, New Haven and Hartford is as unpopular in the region it serves as ever the Southern Pacific company was in California during the old days of its most flagrant political corruption and careful disregard for the rights of the public and its competitors.

Aside from the charges of political corruption made against the road, and considered as matters of course in the New England states, particularly New Hampshire, the attacks on Mellen and the New Haven road have been directed against its operation and equipment. Mellen has wined under the criticism, which at times has been brutal. One count is that the road has not replaced antiquated equipment with modern cars.

In a train wreck which occurred on its line during the autumn the wooden coaches caught fire and helpless victims of the niggardly policy of the system were burned to death. Mellen was held personally responsible by the antagonistic portion of the eastern press for the terrible deaths, as it was asserted that steel coaches should have been used.

Mellen was also held responsible for the accident itself, which was due to a fast express train taking a crossover at a speed in violation of the law. A serious fatal accident had occurred in the same way on the road and a law had been passed to prevent its recurrence. That law was being violated when the second accident happened. In advertisements inserted in the New England newspapers, President Mellen sought to explain that he should not be held responsible for the wreck, as the engineer was disobeying orders, but the public is keenly alive to the railroad rules which force employees to violate orders when fast time is to be made. Mellen's newspaper support has defended his conduct of the road on the ground that he is himself merely an employe of the directors and owners, but no one has considered that the president of a system can be absolved from managerial misconduct on such a pretext.

This Story of Cinderella and the Glass Photographic Lens Has a Sequel

CINDERELLA used to have to depend on a glass slipper for her good fortune. Now a glass lens, a photographic lens, and a glass negative plate are the accessories by which she acquires her estate and is acclaimed before the world. Once it was a fairy godmother who bestowed the gift; now it is a committee of artists who nominate the girl for her happy fate. Once the felicitous honors were only promulgated through the pages of a story book; now it is a daily newspaper, The Call in the modern instance which we have in mind, that informs the waiting world of the unerring aim of fortune's bow.

Furthermore, Cinderella once worked among the ashes and cinders—note the humble derivation of the most fascinating name in all literature—now she labors in a glass palace, heaping dusky chocolates in luscious pyramids of sweetness.

Once, when the clock struck 12, the little Cinderella's coach and four reverted into their original pumpkin shell and scurrying rats; now the steamship which will convey the modern Cinderella across seas will weather any number of 12 o'clock's—eight bells—and will bring the modern Cinderella back from her Hawaiian trip to San Francisco, and from her tent she will step into the larger world of musical art to which her talent calls her.

This modern Cinderella is not the invention of old nurses crouching about the hearth, with the cinders at their feet and the wide eyed children circling round; it is not handed on to us by the naive art of Grimm and Perrault. It is simply the story of a San Francisco wage earning girl of unusual beauty, selected through the medium of her photograph, as the most beautiful working girl of San Francisco. The "pretty girl contest" is not a new thing for a newspaper to undertake. The "fairy tale" in the selection of Miss Mae Josephine Bennett lies in the element of the talent of the girl and her ambition to become a singer. Without the prominence that has come to the girl through her success in the beauty contest the opportunity for advancement might never have come. Without the fact that a girl of talent has been chosen as the most beautiful, there would have been but a short aftermath to the contest. But as the elements combine and conspire—The Call's beauty contest is a Cinderella story with a sequel.

For a whole year now the only thing we'll get in our stockings is feet.

TOLEDO

By GEORGE FITCH
Toledo, Ohio, was named from Toledo, Spain, because of its vast production of blades. It is a medium sized big city located on the western terminus of Lake Erie and a large tangle of railroads and interurbans, among the former being the Lake Shore railroad, which compels its Twentieth Century Flyer to hesitate briefly there. This is the real test of size for towns along the Vanderbilt lines.
If it were not for Cleveland, Buffalo and Detroit, Toledo would be considered a big town in those parts. It is about 100 years old, but some of its hotels were built after the town was laid out. It has 14 railroads, several interurbans, one river, one extinct canal and one natural gas pipe line, which heats the city and cooks its meals. Because of this pipe line Toledo men can reach out from bed in the morning and turn on the furnace, thus allowing them to sleep longer. This is why Chicago has accumulated 2,000,000 people, while Toledo has amassed 168,000. They have got to get up early and hustle in Chicago.
Toledo manufactures automobiles, steel products and material for magazine stores and has 12 grain elevators which would hold the crop of a small sized state. But its chief fame is its government. Toledo has made deep searches into the science of city government. It has tried the golden rule and newspaper men both with great success, and after Brand Whitlock is quite through governing Toledo a lot of other American cities would do well to borrow him.
Toledo is also famous for having solved the trust problem. After a few trust magnates had driven up to jail in their automobiles and gone to work on the rock pile the price of ice in Toledo came down on the run.
Toledo is inhabited by a substantial, earnest people who support a hundred churches and a good baseball team, build extensive residences, plant trees, support institutions of learning and throw the rascals out with a vigor not equaled in many other towns. It will never be the metropolis of anything but the Maumee river, but it gets as much space in the magazines as cities twice its size do and it is prouder of its art gallery than it is of its theater and restaurant districts.

A JOKE ON US
Bones of giants have been discovered near San Francisco, not yet ground into giant powder.—Detroit Journal.

PERSONALS

- CHARLES H. REID of Sacramento, S. W. Foster and Mrs. Foster of Walnut Creek, George E. Dorsey and Mrs. Dorsey of Sacramento and R. M. Richardson and his family of Klamath Falls, Ore., make up a group of recent arrivals at the Stewart.
- WILLIAM FORBES, a Santa Maria merchant; A. F. Stevens, mayor of Heidelberg, and Mrs. Stevens, and E. E. Cudmore and Mrs. Cudmore of Moose Jaw, Saskatchewan, Alberta, are among yesterday's arrivals at the Marx.
- HOLMES ELLIS, secretary of the Los Angeles county highway commission; Mrs. Ellis, William Fay, L. E. Myers and B. L. Cowrey make up a group of recent arrivals at the Palace.
- ARTHUR FEINTUCH, a wholesale milliner of Los Angeles; E. G. Ryan of Reading, Pa., and Mr. and Mrs. W. Malby of Concord are recent arrivals at the St. Francis.
- JOHNSON EDWARDS of Manchester, England, a silk importer, is at the Union Square on his regular annual journey to the far east.
- E. T. HUFFMAN of Madera, who operates the Horseshoe auto stage route between Madera and the Yosemite, is at the Union Square.
- W. B. BUCKMINSTER, a Boston capitalist who has mining interests in California, is staying at the Palace, with Mrs. Buckminster.
- S. Y. KNIGHT, a timberman of Fleeton, Cal., and S. Barstow, an oil operator of Coalinga, are recent arrivals at the Argonaut.
- HERBERT V. KEELING and Mrs. Keeling and H. Vincent Keeling of Lakeport are guests at the St. Francis.
- CHARLES HAIGH, a wholesaler and retail grocer in Heidelberg, is registered at the Argonaut.
- LEE RUBENS, a shirt manufacturer of Chicago, is at the St. Francis, with Mrs. Rubens.
- PAUL ERNIE RINK, a consulting engineer of Ketchikan, is registered at the Palace.
- M. SAMUEL and B. C. Lummus, New York wine merchants, are guests at the Sutter.
- ROYAL A. STONE of St. Paul is among the recent arrivals at the St. Francis.
- JESSE W. CHURCHILL, a banker of Yreka, is at the St. Francis, with his family.
- HENRY CHAIN, a dealer in clothing at Oroville, is a guest at the Argonaut.
- J. H. MAXEY, a railway contractor of Reno, is staying at the St. Francis.
- J. C. WICKLER, a Sacramento insurance man, is stopping at the Stanford.
- D. GOODMAN, a raisin grower of Selma, Fresno county, is at the Bellevue.
- MISS E. E. WYLIE of Santa Rosa is among the arrivals at the Harcourt.
- A. B. PIERCE, a merchant of Seattle, is at the Bellevue.
- D. S. C. CLARK of Los Angeles is staying at the Baldwin.
- H. THOMPSON of Westport is stopping at the Stanford.
- M. MASON of Sacramento is registered at the Harcourt.
- A. N. LINDSAY of Seattle is registered at the Sutter.

ANSWERS

- BARBER'S POLE—B. City. Anciently barbers performed minor operations in surgery, and in particular when bleeding was customary it was to the barber that the patients applied. To do this operation the necessary for the patient to grasp a staff, so a stick of pole was always kept by the barbersurgeon, together with a tassel or handle to be used for tying the patient's arm. When the pole was used the tape was to be tied, so that both might be together when wanted, and the pole and tape were placed at the door of a shop as a sign. At length, instead of hanging on the stick used in the operation, a pole was painted with stripes around it.
- LOAFER—C. E. S. City. The following is given as the origin of the term loafer: An old Dutchman settled in New York and acquired a large fortune. He had an only daughter, and a young American fell in love with her. The father forbade him the house, while the daughter encouraged him. Whenever the old man saw the lover about the premises he used to say to his daughter: "There is that loafer of yours, the life, good for nothing, etc., and so an idler man hanging about came to be called a loafer." How the letter "a" got into the word is not explained.
- EXTRADITION—T. H. L. Oceanside. There is an extradition treaty between the United States and Bolivia, ratified in 1900. It covers murder, arson, robbery, forgery, counterfeiting, embezzlement of public funds, embezzlement of private funds, fraud or breach of trust, perjury, subornation of perjury, rape, abduction and kidnapping, piracy, revolt, wrongfully sinking a vessel, assault to do bodily harm, crimes and offenses against the laws of both countries for the suppression of slavery or slave trading.
- LATIN PHRASE—A. A. R. "Quemcumque miserum videris, hominem elice" is Latin and literally construed means: "Whoever you see a man in distress, acknowledge him at once your fellow man; recollect that he is formed of the same material, with the same feelings as yourself; therefore relieve him as you yourself would wish to be relieved."
- CALABRESSELLA—Subsaherler. City. Calabresella is played with a deck of 40 cards, the tens, nines and eights being discarded. It can be played by only three persons, although a fourth player may cut in at the conclusion of a round, that is, when the deal returns to the original dealer.
- FIVE HUNDRED—Player. City. In the game of 500 the rule is: For two players, use all cards above eight; for three players, all above sixes; and for four players, use all above four and play partners. Always use the joker.
- JACK THE RIPPER—L. S. Oceanside. "Jack the Ripper" carried on his crimes in London, England, in the latter part of 1889 and the early part of 1890.
- EYELASHES—N. N. City. For "some liquid or paint that will darken eyelashes and keep them dark," consult some one who deals in hair dyes.
- CAPITAL PUNISHMENT—City. Capital punishment is still in force in France.
- ALASKA—J. S. Patton. The capital of Alaska is Juneau.

Ferry Tales



H B wore a blue jacket's uniform and wanted to know the price of a ticket to Los Angeles. He was \$11 short. His mother was sick, and he just had to get home. Couldn't they make him a special rate? The ticket clerk was sorry, but he could do nothing. He advised him, however, to drop into the S. P. information bureau and tell his troubles to W. S. Plodwell, the agent in charge.

"Mr. Plodwell may be able to help you," the ticket clerk told him. "I can do nothing."

He was on furlough, he told Plodwell, and had spent his money with a sailorman's lack of heed for the morning. He had just received word that his mother, who lived in Los Angeles, was sick. He wanted to be home with her for the holidays, as he believed it would cheer her up and perhaps help restore her to health.

Plodwell explained that a ticket to Los Angeles would be issued only in return for the money. The sailor wept some real tears.

"Cheer up, son," said the agent. "I may be able to help you yet. Are you in the navy?"

"No, sir," replied the tar. "I'm in the revenue cutter service. My ship is usually at Sausalito, but she's off on a cruise. If she was here I could get the money in a jiffy."

"Tell you what I'll do," and Plodwell produced a wallet from his pocket. "I'll lend you the \$11, and you can send it to me when you're home."

"I'll do better than that, sir. I'll give you an order for \$11 on the captain. You can mail him the order, and he'll send you the money next pay day."

The sailor got his ticket and left on that train for the south. His order for \$11 was returned to Plodwell by the captain of the revenue cutter, with the information that the bluejacket was a deserter and had no money coming to him.

In spite of this Plodwell insists that most people are honest. He has letters on his file to prove it. Hardly a day passes that some traveler in more or less of distress does not carry a tale of woe to the information bureau in the ferry depot, and in most cases Plodwell and his assistants find a way to relieve the situation.

Plodwell has lent money to strangers from all parts of the country under circumstances similar to those presented by the renegade sailor, and the \$11 then advanced is practically the only money he ever lost by his faith in mankind.

Don't run away with the idea, however, that Plodwell is reckless in the dispensation of first aid to stranded travelers. He has been in the transportation business for 20 years and was selected for his present job because of his knowledge of human nature. He has heard so many tales of woe that he has learned to recognize the genuine article and he has his letter file to prove that he is usually right.

Admitting that he is a good judge of human nature, it is interesting to learn from such good authority that honest people are in the majority. Those umbrellas we lost last rainy season must have been taken by mistake after all.

Mrs. Z. K. Rennie of Berkeley is going to send to Captain Evans, commander of the liner Tahiti, a copy of "My Own United States," with the suggestion that he study the words and digest the sentiment therein expressed. I learned this on a Key Route boat the other night. I also learned why. Captain Evans, a lieutenant in the British royal naval reserve, is a very fine gentleman and a first class seaman but is unfortunate in still regarding the United States as a British colony in a state of rebellion. He has a blunt British way of speaking right out what he thinks, and at times this has his unfortunate results.

Mrs. Rennie is just as American as Captain Evans isn't. She made a trip to Wellington on the Tahiti and on numerous occasions during the voyage looked horns with the skipper on the subject of America.

"Even the slang is absurd," Captain Evans is quoted as saying on one occasion. "Just to show you," he continued, "my first trip to San Francisco I was out with some American friends telling a young woman about the political situation in Australia."

ABE MARTIN



It changes the whole appearance of 't' town when some fellers dress up. A fellar with architect's whiskers never looks right in politics.

AND THE MARKET DROPPED
Flotts-Skinnun is trying to promote a new mining company. Did you fall for it?
Flotts-No; I tumbled.—Philadelphia Record.

LOVE AT A PREMIUM
When a man asks a girl what her favorite flowers are and she says "orchids," either he's rich or she wants to discourage his attentions.—Washington Star.

REAL COURAGE
It is easy enough to walk up to a cannon's mouth. The brave man is one who admits his name is "Algeron."—Philadelphia Public Ledger.

FUTILE ADVICE
About the only way to beat the money trust is to join it.—Washington Post.