THE CALL

"AN INDEPENDENT NEWSPAPER—THE NEWSPAPER OF AUTHORITY"

Traffic Squad Performs Much Needed Service In Congested District

Critics can be found for every institution, and there are few organizations which do not expose a vulnerable side to the pessimistic citizen. Adverse reports will be issued on the street paving of the hereafter, in the one place because the pure gold is not mixed with a hardening copper alloy, and, in the other quarter, because the intentions used are of too fragile composition.

The traffic squad of the San Francisco police department is not organized as a perfect body, and the traffic regulations in occasional and individual instances may work a temporary hardship, but, on the whole, the San Francisco traffic regulations are sensible, efficient and expeditious, and their enforcement by the traffic squad, under Police Lieutenant Duncan Matheson, is orderly, intelligent and practical. Vehicular traffic in Market street, including the streetcar service, has been immeasurably improved by the traffic regulations, and the complaints made against the system by a contemporary are based, if on any foundation, on isolated instances of inconvenience. In the natural order of things, the individual may do what he pleases, drive where he pleases, stop and turn where he pleases. A community given to anarchy would have no traffic regulations, and a man might drive on either side of the street either way. He would get along famously until a heavier vehicle struck his outfit and turned him and his load on to the pavement. Then he would renounce anarchy.

All cities that make any pretensions to good government have traffic squads. San Francisco has such pretensions, and it has a traffic squad which will continue to expedite traffic, keep the streetcar service improved and prevent people from driving on the wrong side of the street. It took us a long time to find out how badly we needed service like that rendered by Lieutenant Matheson and his men—a long time to get up to the metropolitan standard with respect to street traffic in the congested districts. Having secured that service and attained that standard, it would be folly to go back to the old disorder and confusion. The traffic squad has fully justified its establishment; it is here to stay.

Sun Spots Truly Tell Father Ricard Which Way Storm Will Blow

On December 26 last Rev. Father Ricard, astronomer of the observatory of the University of Santa Clara, issued a weather forecast based upon sun spots that appeared on December 16 in a high northern solar latitude.

The prediction covered a period of one month. That time has expired, and we may now review the accuracy of the observer's prediction and the authenticity of his forecast.

The stormy intervals during the month of January, as predicted, were to come on the following dates: January 3 to 7, January 15 to 19, January 22 to 26, January 29 to February 1.

During and approximately in every one of these periods California was visited by storms. Meteorologically, the records show that disturbances arrived as follows: January 3, 7, 8, 10, 16, 20, 23 and 28.

As matters of extraordinary record, on January 5 and the days immediately following the whole of California was in the grip of a most amazing cold wave. There was ice in the streets of San Francisco and the citrus crop of southern California felt the first destructive frost in the history of the industry. Damage estimated at upward of $25,000,000 occurred over night in the orange and lemon groves in Los Angeles, San Bernardino, Orange and San Diego counties. San Francisco felt the coldest weather in 25 years.

On January 9 there was the phenomenon of snow in San Francisco and the bay regions.

On January 14 and 15 there was a storm over the entire coast and lightning struck and damaged the life saving station at Point Bonita. On January 22 there was a rainstorm in San Francisco, and on January 28 and for several days near to that date a tule fog made navigation on the bay difficult and interfered seriously with seagoing traffic.

Father Ricard appears to have established a new place for himself in the school of weather prediction. His forecast reads as well after the period of prognostication as in advance. In the light of his January success, the predictions of Father Ricard for February and March are worth pasting under the calendar.

They are given as follows by the astronomer:

The forecast for February and March includes the following stormy periods: February 3 to 7, 10 to 13, 16 to 20, 22 to 28, and February 5 to 9, 11 to 15, 18 to 24, 25 to 29.

March 1 to 6, 8 to 12, 15 to 18, 21 to 24, and March 4 to 7, 9 to 14, 16 to 21, 23 to 28.

The first set is most likely to affect the south. The second is most likely to run east directly. There will again be a deficiency of rain. Farmers should lose no time in planting their crops.

Maxim's Sound "Jetty" Will Give World Havens Free From Noise

Hiram Percy Maxim Jr., the "great silencer," has a plan for a sound shield which will take the noise out of the cities, tame the savage sound vibrations, calm the unruly echoes, subdue the fierce boiler factory of metropolitan existence and give us quiet and serenity; lend to our days the stillness of night and give us tranquillity and peace.

Mr. Maxim has already perfected a gun silencer, which has been used with success by assassins both in the organized military establishments and in private life. Now he is going further and will draw the teeth of urban sound.

As the Maxim device is being patented, the inventor is reticent concerning its details and will speak only in general terms. He said:

The one great silencer I hope for and one that the world will see invented and established within five years is a general silencer of noises, a device for sick rooms, hospitals, hotels, offices, factories and a hundred other places, which will shed silence in the same way that a lamp sheds light.

Our eyes detect certain kinds of light only. Many kinds of light are absolute darkness to us. For example, an X-ray in a dark room is invisible. And yet it will photograph your bones on a plate. It gives enough of a certain kind of light to pass through a man's body. With sound it is the same thing. Our ears are built to detect certain kinds of sounds, air vibrations. If these vibrations are outside of a certain limit of suddenness our ears can not detect them. Again, if they are beyond a certain limit of frequency they are silent to us, though they may be so intense as to be of agony to a cat or a bird.

The day may come when state legislation will demand that all boiler factories be equipped with a Maxim silencer, deafness now being recognized as one of the occupational hazards of foundry work. Hospitals will have the Maxim silencer installed, and under the beneficent protection of its shield, the invalid will whisper his thanks to the Connecticut inventor who is now building a "breakwater" against the waves of sound and creating havens of quiet in a tumultuous world.

We have had "spotless town." All aboard for "noiseless town"!

The Hundred Million Dollar Baby Starts Under a Handicap

To be heir to $1,000,000 has its decided advantages, whatever the "blessings of poverty" may be; but to be heir to $1,000,000,000—what of that?

The United States may learn in time from the case of baby Vinson Walsh McLean whether it is good or bad to have so vast a sum in prospect from cradle to majority. The parents of this young marvel of America's plutocratic infant class intend that he shall be raised right; not be a "sissy," but be a manly chap.

How far will they go in that purpose? Will they let his mind and body, brain and hands develop as naturally as would the members of the ordinary youth? The child's maternal grandfather was a Colorado miner, a bluff, ready man who mixed with affairs, was a prominent figure in the trans-Mississippi congress and in public life; his paternal grandfather was a newspaper publisher. Both sides of the family have contributed to that hundred million dollar fortune. Have both contributed those qualities of leadership and action that have distinguished the names of Walsh and McLean.

Too many cooks must not spoil this broth of a boy; too many detectives must not weaken his courage; too many millions must not vitiate his inherited inclination for work. Twenty-five years from now, when this child has come into his own and is taking his place with men, the attitude of this country toward wealth and its responsibilities should be more sharply defined than it now is. May the hundred million dollar baby make the definition go for optimism and service.

Ferry Tales

CONSIDER the taxi pirate as he flourishes at the ferry depot. Like necessity, he knows no law. He doesn't even need a lawyer, for every member of the police department is his official collector and police courts are bureaus where liquidation of his demands is compelled with summary dispatch. Like the doctors, he makes his charges according to his own estimate of the depth of the victim's purse. He is the living embodiment of the letter of marque and his motto is: "Go as far as you like."

* * *

All of which has more to do than you may think with the success of the Panama-Pacific international exposition.

The taxi pirate, as the theme of a ferry tale, was suggested by the arrival here the other day of the liner Cleveland. The Hamburg-American line has made a success largely because of the Teutonic thorougness of its methods. When everything that seemed necessary had been done for the reception of the Cleveland and the care of its passengers, H. F. Dorgeloh, the company's Pacific coast agent, remarked to his associates that there was one more matter that required attention.

Donning an overcoat that had been designed in Europe and a cloth cap, he disguised himself as a tourist and took a car to the ferry depot. This was the day before the Cleveland arrived.

* * *

At the ferry he called a taxi.

"Take me," he said to the driver, "to the wharf where the Cleveland will dock."

This wharf is just six blocks from the ferry and the trip was made in less than five minutes.

"How much?" asked Dorgeloh as he stepped out of the cab.

"Dollar 'n half," replied the taxi pirate without a blush.

"Isn't that pretty high?" Dorgeloh asked. "Let me see your meter."

"Meter ain't workin'. Dollar 'n half's the price. Come through."

Before "coming through" Dorgeloh secured the name of the driver and the number of his car, informed the pirate that he was the agent of the steamship company, that the charge was extortionate, and that the matter would be laid before the chief of police.

All of this was done. Dorgeloh, however, did more. He sent a wireless to the Cleveland directing that the passengers be advised not to pay more than 50 cents for the taxi trip from wharf to hotel.

* * *

San Francisco is the only city on the coast where the taxi fare is left to the fancy of the taxi pirate, and where objections on the part of the victim to the extemporaneous tariff are overcome by the use of the police machinery. As one of the preparations to be made for the big exposition the regulation of the taxi pirate must and will receive early attention.

* * *

In other cities the taxi fare from all important passenger depots to points within a radius, which includes most of the principal hotels and theaters, is not more than 25 cents per passenger, with an established schedule for baggage.

The hurt of a "sting" like $1.50 for a six block trip is not soon forgotten. First impressions cut deepest, and no matter how good a time the visitor may have or how long he may stay, the memory of the ransom exacted as the price of his escape from the taxi that carried him from depot to hotel on the day of his arrival is likely to be the impression of San Francisco that lasts longest with him. These licensed extortioners have the reputation of the city in their hands, and it is up to the harbor commissioners, who give them a place of ambush on state property, and to the city government, which issues them letters of marque, to see that they do not abuse their opportunities.

* * *

Jack Drew wants the state legislature to pass a law compelling influential citizens, particularly office holders, to list on their visiting cards the enterprises in which they are interested. Such a law would have saved him a most disagreeable embarrassment the other day.

It happened like this: Drew wanted the co-operation in a perfectly legitimate affair of Supervisor Emmett Hayden. Hayden, in addition to being an energetic alderman, is the proprietor of a restaurant near the foot of Market street. To drop in there on his way to the ferry and have dinner suggested itself to Drew as the most practical way of approaching Hayden. He could talk the matter over while discussing his evening meal.

"Thought you usually ate on the boat," said Hayden as he sat down at Drew's table.

"So I do," replied Drew, "but to tell you the truth, I wanted a good dinner tonight, and that's something I can't get on a Sausalito boat. Why don't they let somebody that understands his business do the catering for them. Now I can come—"

Drew stopped. There was a peculiar twinkle in Hayden's eye.

"By the way, Emmett, who runs the restaurants on the Sausalito boats?"

"I do," replied the supervisor.

Drew knows now that in the United States boomerangs are made just like hammers. LINDSAY CAMPBELL.

Incipit

I looked for a drug and I found a draft
Of water that made me whole;
And the cup is full out of which I quaffed
The health of my inmost soul.

I sought for a gem and discerned a star;
For an inn and I found a home
Where waking is better than visions are
And loneliness can not come.

I looked for a solace and I gained a bliss,
For a lie, and I found it true.—
For I found affection within a kiss,
And behind an appearance, you!
—From "The Youth Replies and Other Verses," by Louis How.

Parcel Postludes

O'er many a weary, aching mile
The parcel postman ambled,
And when he reached our domicile
The eggs he brought were scrambled.

The hat he left for Mabel, too,
Caused her poor heart to flutter;
'Twas saturated through and through
With some one's melted butter.

And Brother Bill is tearing hot;
He doesn't think it funny,
The socks and ties and shirts he got
By mail were smeared with honey.

But father's smile is soft and bland;
We all know by that token
His snake bite cure, though contraband,
Came through the mail unbroken.
—Springfield Union.

ABE MARTIN

It didn't take long fer th' fever that says "passels" post t' show up. Gittin' on an' off th' water wagon is th' only exercise some fellers ever git.

TIED

HOTEL NEWS

Dario Querzani, a wealthy planter of Panama, and a personal friend of Colonel George W. Goethals, chief engineer of the Panama canal, arrived in San Francisco yesterday for a short visit and registered at the Palace. Speaking of the canal, he said:

"I believe that by next December ships will be going through the great cut, although the locks will not be entirely completed by that time. The engineers figure on making exhaustive trial tests before the canal is opened to the commerce of the world. Persons can form no adequate conception of the vastness of the work on the zone unless they see it with their own eyes. It is wonderful in its vastness, and is a great tribute to the skill and resourcefulness of American engineers."

* * *

Dr. Felix and Paul Thorer, both of Berlin, are guests at the Fairmont. Among other arrivals at the Fairmont were Mr. and Mrs. A. R. Wright of Newcastle, Pa.; Mr. and Mrs. R. Perry Jones of Cleveland and George S. Moore of Detroit.

* * *

Mr. and Mrs. Walter Mackay and Donald W. Mackay of Portland arrived in this city yesterday, after an automobile tour of several weeks through the southern counties. Mr. Mackay, who is a mining magnate, said the roads were in average good condition, but that much improvement could be made. Chuckholes and sand drifts composed the worst difficulty with which they had to contend, he said. They are staying at the Palace.

* * *

W. M. Van Anden and Mrs. Van Anden, the former for many years editor of the Brooklyn Eagle, arrived in San Francisco yesterday to begin an around the world trip on the steamer Cleveland. Mrs. Van Anden was most enthusiastic over San Francisco and California generally.

"It seems to me that, with the beautiful climate you have the year around, there wouldn't be a vacant lot in the entire state," she said. "Eastern people are waking up to the fact that, while they are virtually snowed under six months of the year, Californians are enjoying sunshine and flowers. The population should double every year. San Francisco is one of the most delightful cities I have ever visited."

* * *

Peter Philips, general manager of the Inter-Island Steamboat company of Honolulu, is a guest at the Stewart. This is what he said about the travel to the islands:

"More persons from Canada, California and the northwest generally visited Honolulu and the islands during January than ever before. Our bookings have been unusually heavy for the tourist travel since November, when our great spectacular attraction, the volcano Kilauea started to 'show off.' The season usually starts about the last of February, but this year saw us going full blast in January. We will reciprocate to California in 1915, as I have heard many citizens in the islands announce their intentions of visiting the Panama-Pacific exposition."

* * *

L. R. Atwood, a paint manufacturer of Louisville, Ky., and Mrs. Atwood and their two debutante daughters are staying at the Palace. They sail on the Cleveland. Mr. Atwood said he was pleased with San Francisco from every angle, especially from a climatic point of view. Miss M. A. Wood of Pittsburg, Pa., is also in the party.

J. L. Clausen, a wholesale dry goods merchant of Buffalo, is registered at the St. Francis with Mrs. Clausen. They are off for a tour of the world, Mr. Clausen explaining that both of them needed a long vacation without worries or cares of any sort.

Lieutenant Colonel G. W. Stevens of Fort Stevens, Ore., is a guest at the Palace. Dr. William Squires, U. S. A., of Fort D. A. Russell, Wyo., is registered at the Stewart.

Dr. T. R. McNab of Los Angeles, a son in law of Alexander Young, known as the "sugar king" of Honolulu, is a guest at the Stewart. Among other arrivals at the Stewart were T. H. Lane, a candy manufacturer of Los Angeles, and D. M. Lee, a rancher and real estate promoter of Sonoma county.

* * *

A. W. Raybauld, a railroad man of Salt Lake City, arrived in San Francisco yesterday at the head of a delegation of Elks, who are bound for Los Angeles for their annual frolic and vacation. Mr. Raybauld said he was having a fine time trying to keep the members of the party together when so many attractions were offered by the city and its hospitable people. The party have headquarters at the Manx.

P. L. Kern, a Chico orchardist, and George Sutherland and Mrs. Sutherland of Portland were among other arrivals at the Manx.

E. Aylesworth, an attorney of Suisun; L. E. Norman, a merchant of Santa Maria, and James F. Cameron, a hotel man of Sydney, Australia, were among the arrivals at the Argonaut yesterday.

James Barry of Cottonwood, owner of a large sheep and cattle ranch in Shasta county, and James McPherson of Brandon, Manitoba, are recent guests at the Union Square.

Everybody's Forum

LETTERS FROM READERS OF THE CALL

EVERYBODY'S NEWSPAPER

Editor Call: At the risk of being considered "too much in evidence," permit me to say a word in commendation of The Call for establishing as a new feature "The People's Forum." This, in the opinion of the undersigned, is a feature quite as essential as the editorial. The latter is the expression of opinion, advancement of views, of the individual who writes the editorials. True, he is the exponent of the policy or principle of the journal for which he writes; but it does not necessarily follow that all persons who read what he has written and the paper has published agree with him.

Likewise, as to expression of opinion, advancement of view, through the medium of "The People's Forum" by individual readers of The Call, by no means does it follow that those opinions, those views, are concurred in by The Call or its editor. It is merely an interchange of opinion whereby ofttimes both entertainment and edification accrue.

In fine, since The Call's new policy is to furnish a "people's paper" by establishing the "forum," it has been both logical and wise. The people will feel a real interest in their daily paper when they have opportunity in its columns to say a few words now and then on public questions, and if need be to "talk back" at the editor.

Here's wishing The Call the success it merits under its new management.

JOHN AUBREY JONES.

CRIPPLES AT THE WHEEL

Editor Call: I am writing you regarding an article which has been in your paper for the last few days regarding a Mrs. Henry Anderson, who has been instrumental in having a bill introduced prohibiting cripples from running automobiles.

This I consider is an infringement on a citizen's right to earn a livelihood, for some of the most reliable and skillful chauffeurs as well as taxicab drivers throughout this state wear artificial legs or arms.

When President Taft came to Oakland on his last trip the reception committee selected the safest man they could find to drive his machine through this city. They selected a man who wears an artificial leg.

We know of a man with both arms and one leg amputated and another who wears two artificial legs and two artificial arms who successfully drive automobiles. Why should they be deprived of the pleasure and convenience of driving their own machine?

A contractor and county supervisor in one of the middle California counties drives her runabout all over Berkeley and Oakland and has never met with an accident. Should she be forced to walk just because a man with his one arm amputated had the misfortune to run over a dog?

Hundreds of persons with all their natural limbs have injured pedestrians and no one has ever offered any legislation to bar them from driving automobiles.

I don't own an automobile and may never possess one, but I do object to being deprived of the right and privilege of running one just because I have had the misfortune to lose a leg.

Why permit some one who has never been injured or crippled and who knows nothing of the hardships and difficulties of earning a living with but one leg or arm dictate laws that will place an additional handicap in the way of those who have chosen automobiling as a means of earning an honest and respectable living?

I urge that you, through the columns of your publication, use your influence in defeating this bill.

W. F. DICKSON.

Oakland, February 3.

THOSE SAGEBRUSH MILLIONS

Editor Call: Editorially this morning you quote me as saying that $23 worth of chemicals could be extracted from a ton of sagebrush at a cost of $1 per ton.

This is an error. An estimate of cost of handling a large amount of sagebrush (36,000 tons), made at the University of Nevada, shows the cost to be $3.25 a ton and the net profit $20.56 a ton.

German chemists are already investigating the proposition of extracting money from sagebrush.

In the state of Michigan many millions are invested in the extraction of chemicals from hard wood by dry distillation, and they pay $5 a cord for the raw material.

The middle states furnish most of the staples which can be extracted from sagebrush, and the western states pay the freight on the commodities when they could manufacture them at home for much less cost.

SAM DAVIS.

San Francisco, January 30.

"BONTA EFFECT" AS A BRAKE

Editor Call: In view of the unfortunate and unnecessary accident (?) Tuesday to one of our municipal cars in addition to the long list of similar occurrences that have taken place in the past on the lines of the United Railroads, it seems time for some one to call attention to the means inherently available in the cars themselves to positively prevent such runaways.

Any car equipped with two or more series motors arranged to operate in multiple, as streetcars universally are, can in 5 seconds be brought under perfect control, whether air brakes, hand brakes or current fails, or whether all together fail. In former days, it was the custom of construction engineers, when installing a new road or new equipments, to instruct motormen in this emergency method of braking, known as the "Bonta effect," and by now it should be universally understood. It appears, however, to be universally forgotten.

The method of operation is this: When a car is moving at or above some reasonable rate of speed, say 10 miles per hour or over, and the current is cut off, the mere throwing of the reverse handle and the turning of the controller handle into the last or multiple positions will almost instantly put the "Bonta effect" into operation. In the case of certain four motor equipments, such as those of the Geary street road, it is not even necessary to turn the controller handle, but only the reverse. The one precaution to be observed is that the current must first be cut off, either by the canopy switch just above the motorman or by pulling the trolley down.

The resulting effect on the car is this: Of two series motors connected in multiple for generation, the one most responsive magnetically will become the generator, absorbing power from the wheels driven by the movement of the car. This generating motor will send its current over to the other motor connected in multiple with it, and thereby drive the second motor and its corresponding axle and wheels in the reverse direction from that due to the movement of the car. In four motor equipments there will be two sets so acting. On looking at the car from the outside, the wheels are seen to be turning in opposite directions, so that two braking effects are secured—one retarding effect due to the motor absorbing power as a generator and another retarding effect due to the positive reverse direction of the wheels.

This method of braking should not be confused with reversing a car. In the latter case, trolley current is absolutely necessary, and furthermore when the wheels once slip, as they always do in emergency reversing, a large part of the retarding or braking effect is gone.

This form of braking is automatic, needs no current from the trolley and is self-regulating. Whether it is severe or not depends altogether on the speed of the car. If applied promptly enough the car need not gain much speed. At 10 miles per hour the operation resembles a rather quick air brake stop. At 20 or 30 miles per hour it would present undeniable inducements for passengers to "step forward, please," but aside from this desirable instruction, it would cause them neither serious injury nor inconvenience.

It appears inexcusable that motormen are not regularly instructed in the practice of this emergency braking.

B. CARROLL SHIPMAN.

San Francisco, Jan. 31.

Full Many a Man

Full many a man
Has lost his grip
By being shy
One poker chip.
—Birmingham Age-Herald.

Full many a man
Has lost his stack
By being shy
One dog-gone jack.
—Cincinnati Enquirer.

Full many a man
Has lost his all
By being indisposed
To call.
—St. Louis Post-Dispatch.

Full many a man
Has lost his face
For having held
An extra ace.

Broke

Stranger—Want to buy a hunting dog?

Hunter—Is he broke?

Stranger—As thoroughly as I am.—New Orleans Times-Democrat.

Aimed Shots

"The canal zone is not our territory, save in trust," said Senator Root. What Senator Root seems about to do is to amend the record by inserting before the word "trust" the words "the steamship."

* * *

A carrier pigeon flew from the deck of a trans-Atlantic liner in mid-ocean. The orchestra then played, by special request of a passenger leaning over the rail, "Oh, for the Wings of a Bird."

* * *

ANOTHER BLOW FOR MOTHER

"The co-eds of the Northwestern university send their laundry home by parcel post."—News Item.

It's grand and fine for the college girls
To use the parcel post;
It helps their needy Uncle Sam
To buy his tea and toast.

It saves their pocket books the loss
Of money they'd have squandered
In having all their lingerie
And pocket hankies laundered.

But oh, dear girls, oh, careless girls,
I think your work is raw,
Instead of paying laundry bills,
You put the work on Ma!

* * *

THE PRESCRIBED DIET

"Kindly lady, will you loan me a bite of fish?"

"Can't! Don't you know it's already Lent?"

* * *

DON'T MAKE THIS MISTAKE

I had a printed ticket for the dance of
Marty Graw,
The stevedore, who is a social king;
I asked a traffic copper, yes, the first
one that I saw,
Where I'd find the hall that held the
ring.

He sent me to the Palace; I was never
there before;
I showed the card; they wouldn't let
me pass,
For the copper was mistaken; say, it
made me awful sore,
For the Palace ball was just the
Mardi Gras!

* * *

The fatal panic at a motion picture theater in New York occurred in a house that had complied with the safety ordinance. Now if the ordinance will kindly comply with common sense other fatalities might be avoided.

* * *

"Practical Reflections on the Figurative Art of Singing" is the title of a new book. Some reflections figuring on the practical art of singing might be more beneficial to the listening public.

* * *

ANCIENT RELICS

Attorney General Wickersham has won the right to be counted among the discoverers. He has found out something which every politician has known since the war of 1812—that the offices of surveyor of the port and naval officer of the port are sinecures. The distinction between the attorney general and the other politicians, however, lies in this fact—they have kept silent about the jobs; the attorney general has declared that the places are sinecures. Unprofessional conduct!

If President Taft takes the attorney general at his word two stalwart politicians of California, Duncan McKinlay and George Stone, who now fill those offices, will lose their jobs. Cruel world!

To abolish the offices and put those men out of jobs would be an unsocial act; they should be preserved as relics of the past.

But hark! What noise is that we hear? It is the Academy of Sciences building a museum in Golden Gate. There is the place for our old friends. Stuffed with political preferment, let them stand on pedestals, labeled, "The Last of the Stand Pats."

* * *

The defense of the Allens of Virginia that the judge they slew was killed by accident will probably be supported by affidavits of the mountaineers to the effect that they didn't know their guns were loaded.

* * *

Pajamas are taboo as bathing suits on the Pacific coast. Of course they are not proper for aquatics. They are cut high in the neck and no proper bathing suit has that decorous merit. They are long in the limbs and every proper bathing suit terminates at the knees, if not sooner. The young ladies on the Sonoma who merited the wrath of the captain of that vessel should have known better than to appear in the tank in pajamas. But possibly the captain was right. Who knows but that had he permitted any deviation from bathing suits some of his women passengers might have had the shamelessness to plunge in their ball gowns?

Queries Answered

ELECTRICAL EXECUTIONS — Subscriber, City. Electrical executions in place of hanging as capital punishment is in force in New York, New Jersey, Massachusetts, Ohio, North Carolina, South Carolina and Kentucky.

* * *

DAWSON CITY—I. M. C., San Rafael. Dawson City is not in Alaska. It is in the Yukon district, Canada.

* * *

PRESSURE—A. S., City. The atmospheric pressure at the earth's surface is 14.73 pounds to the square inch.

* * *

THE MACHINE—E. W. B., City. The term "machine," as applied to a political party, was first used by Aaron Burr, who declared when he saw the party going into the hands of professional politicians that these had become "the machinery of the party."

* * *

THE SEVEN SEAS—E. W. H., City. The "seven seas" are, in the ordinary reckoning: The North Atlantic, South Atlantic, North Pacific, South Pacific, Arctic, Antarctic and Indian oceans.

* * *

THE PACIFIC—A. W. F., City. The steamer Pacific was wrecked while on a trip from Victoria, B. C., to this city in collision with the ship Orpheus, off Cape Flattery, at 9:30 p. m., November 4, 1875. Of the 189 persons on board, only two were saved.

* * *

LATIN QUOTATION—R., City. "Non ego ventosae plebis suffragia venor," is from the Latin of Horace, and means: I do not hunt for, or court the votes of the light and veering rabble, of the mob that is changeable as the wind."

* * *

JUSTICES—C. C., Point Richmond, and J. H., Petaluma. The justices of the supreme court of the United States are: H. D. White (chief justice), J. McKenna, O. W. Holmes, W. R. Day, H. H. Lurton, C. E. Hughes, W. Van Devanter, J. R. Lamar and M. Pitney.

* * *

STATES—J. H., Petaluma. The United States has 48 states, two districts, Columbia and Alaska, and one territory, Hawaii.

* * *

REPRESENTATIVES—J. H. Petaluma. The number of representatives in congress is 392. After March 4 of the current year the number of representatives will be 435, under the new congressional apportionment act.

* * *

FOUR OF A KIND—R. J. L., San Jose. "Four of a kind in cribbage," exclusive of other cards, count 12 for all except fives, which count 20.

* * *

AMENDMENTS—W. S. M., City. There have been 15 amendments to the constitution of the United States.

* * *

VICE PRESIDENT—W. S. M., City. There was no vice president of the United States on January 22, 1913.

* * *

LARGEST COUNTIES—G. S. D., Visitacion Valley, City. The three largest counties in California are: San Bernardino, 20,055 square miles; Inyo, 10,224, and Kern, 8,159.

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NICKELS—A. T. M., Napa. The statement that you heard that nickels of 1910 command an extraordinary premium is based on the fact that there was published in an eastern paper several months ago an item to the effect that "1910 nickels are worth $95.50." The item was correct, for 1,910 nickels at 5 cents each are worth exactly $95.50.

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COUSINS—M. O. C., City. There is no law in California that prohibits cousins of any degree from marrying. There is a bill on that subject before the sitting legislature.

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BACKSTAMPING—D., Phoenix, Ariz. "Backstamping" on first class mail has been discontinued because it took up too much time without corresponding benefits.

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CENTS AND POUND—Curious, City. It takes 120 bronze 1 cent pieces to weigh one pound and nearly 75 nickels to make the same weight.

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THE FLAG—A. P. C., City—The rule generally followed for making an American flag is that each stripe, alternate red and white, should be half as many inches wide as the flag is long. The union, or field, should be one-third the length of the flag and cover seven stripes in width.

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ZUBELDA—C. B., G., City. The name Zubelda does not appear in any of the books of reference.