

THE CALL

"AN INDEPENDENT NEWSPAPER—THE NEWS-PAPER OF AUTHORITY"

City in Desperate Need of Better Streetcar Service

San Franciscans must lend all their influence to the passage by the legislature and to the subsequent ratification by the state of the three constitutional amendments submitted to the senate on Monday by Senator Boynton at the request of the directors of the Panama-Pacific international exposition.

Three constitutional changes are proposed by Senator Boynton. One provides that electors of freeholder charter cities may amend their organic law and have the amendments become effective without approval by the state legislature.

When the voters at the last charter amendment election defeated amendment No. 34 by a vote of 35,796 against 33,413 in favor of the measure it seemed that the city had lost all opportunity to submit a franchise amendment to the charter for two years.

Amendment No. 34 was unfortunately presented. It came to the supervisors for a place on the ballot at the last moment, and there was no time for its intelligent consideration by the board, by the people or by the corporations.

If the Boynton amendments are approved by the legislature, as they probably will be, and are submitted to the voters at a special election during the summer or early fall, the way will be clear for the people of San Francisco—and that means all the people, the mayor and supervisors, the citizens and the corporations—to get together and prepare an ordinance that will be comprehensible, clear, practical, logical, honest, acceptable to the voters and beneficial and remunerative to the city.

Realizing keenly the situation in which San Francisco is placed and the need of a charter amendment which will facilitate transportation in this city, The Call will work for a franchise ordinance which will protect the rights of the people to their streets and yet make it feasible for public utilities to operate thereon.

The needs of San Francisco for better transportation are acute and pressing, therefore we urge the adoption of the Boynton amendments by the legislature, their approval by the state and the co-operation of the people of San Francisco in the adoption of a franchise ordinance which will end the transportation stagnation that has too long been San Francisco's bane and blight.

Income Tax, Approved At Last, an Advanced Step in Finance

After a lethargic period of 43 years, the constitution of the United States has aroused itself and grown to the extent of one amendment, article XVI, which will read:

"The congress shall have power to lay and collect taxes on incomes from whatever source derived, without apportionment, among the several states, and without regard to any census or enumeration."

That is the income tax amendment to the constitution, finally approved by 38 states, two more than the necessary three-fourths required for ratification. It was first submitted to the states by congress in July, 1909.

The income tax legislation will probably place the burden on incomes of from \$4,000 or \$5,000 upward. That is a liberal margin. The actual threshold of comfort is a difficult line to draw, but it lies well within the zone of the \$5,000 income.

The citizen of the United States pays no direct tax to his central government, however much he pays to the state; but he must meet an indirect tax on his tobacco, beer and similar articles of comfort or quasi-necessity, and always he must bear his share of the tariff imposts.

As one of the congressmen, in discussing the income tax, pointed out, this impost will have the effect of making the tax payer give closer attention to national expenditures, for he will feel a keener interest in the finances of his country when he is directly called upon to contribute his share for the national upkeep.

Slow as the income tax was in coming, its adoption by the states is an important step in social justice and in national finance, for it will add an income of \$100,000,000 to the federal government, and those who contribute will be those best able to pay.

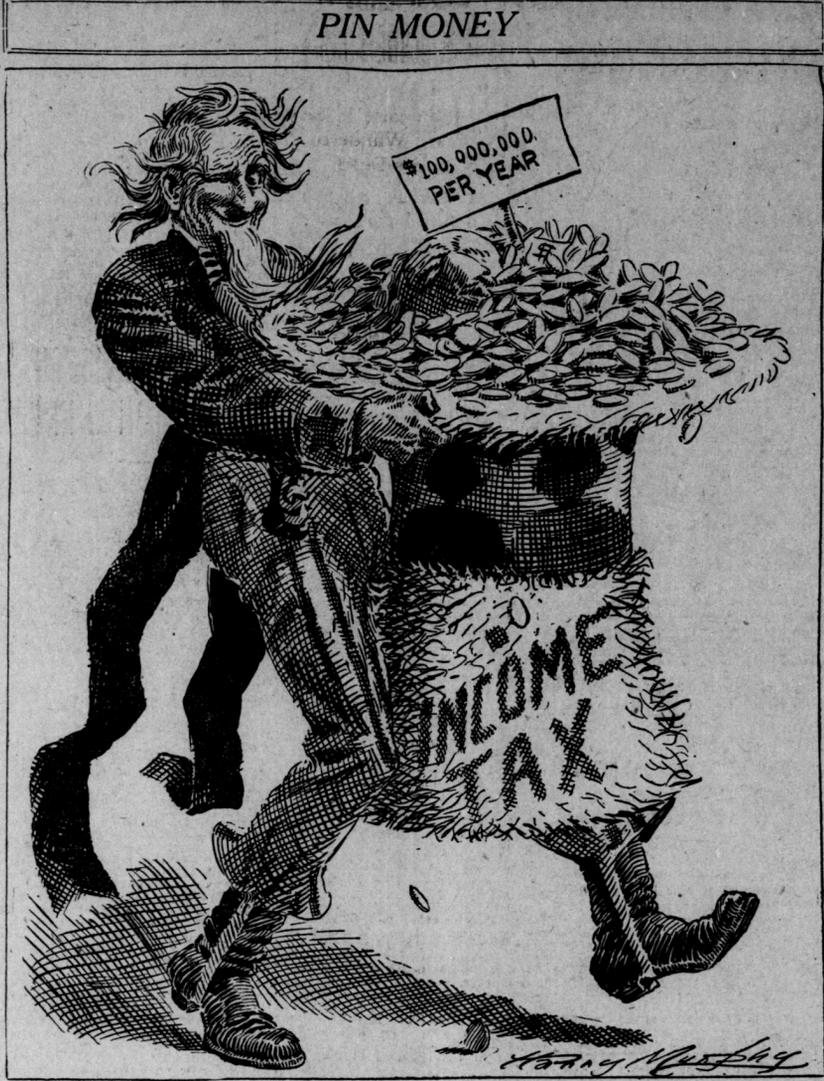
Postmaster General's Recommendations Should Be Put Into Effect

President Taft's administration will go into history with this distinction—the annual postal deficit was erased and the postoffice department, under the direction of Postmaster General Hitchcock, actually achieved a surplus! The saving to the national government of \$45,000,000 in the postoffice department is an accomplishment in which President Taft and his postmaster general may well take pride.

The day has passed when congressmen can send cows by mail under the franking privilege, or a roller top desk and the family dining table; but chests of letters are sent by congressmen, and political speeches out of the Congressional Record. Just as an employee of a corporation can charge his business correspondence to the stamp fund of his company, so a government official may use his frank for his official mail, but the distinction between official and private or political correspondence should be rigidly drawn by the postal authorities.

Two important recommendations are made by the postmaster general—the extension of the parcel post to include books and papers and other third class mail matter, and the introduction of a pension system for superannuated postal employees.

In introducing the parcel post the law simply included fourth class mail matter in the new order, and as books and papers are graded as third class matter, they have not been included in the benefits of the system. The limit



of 11 pounds was placed on parcels, which is lower than in other parcel post countries.

A pension for postal employees would be an improvement on the system. Employees of the postal service are underpaid. The letter carrier's remuneration, grading from \$600 for the first year to \$1,200 for the sixth year and thereafter, is probably the lowest wage scale of any force in the United States for work of the sort required of a postman.

Everybody's Forum LETTERS FROM READERS OF THE CALL

AGAINST VACCINATION Editor Call: I wish to call the attention of the public to the interest that is just now being aroused as to the necessity of vaccination to prevent the spread of smallpox.

TO STOP "WILD CATTING" Editor Call: I have read with interest your editorial concerning the difficulty confronting the state legislature in its endeavor to frame some law on the so-called "blue sky" order which, while safeguarding legitimate enterprises, might be counted as effective in eradicating the unjustly famous "wildcat."

THE GAME QUESTION Editor Call: In the Sacramento news in this morning's Examiner appear these statements:

Dear Mr. Secretary: I have this moment received your list of other and I must tell you, however, that we have in this state a large number of members of your legislature, not skipping a single one, so you will not need the copies we sent separately, by mail, on California 16—the deer, and ducks, and a contribution to the cause of wild life protection in California from the New York Zoological Society.

DISGRACEFUL DEADLOCKS The deadlocks, or impasse deadlocks, in several state legislatures suggest the desirability of having the amendment to the federal constitution providing for the popular election of United States senators ratified without delay.

STREET SIGNS Editor Call: How often have we read in our morning papers that some preparation has been made in order to put signs at the street corners? Talk to me about it, for so far as any one can see nothing of the kind has been accomplished yet. Every one of

They're Saying —

Publicity for other people's affairs is the proper thing, but publicity for your own affairs—well, that's something else.—Philadelphia Press.

After you've read his description of it, the most difficult thing is to understand why the other end of the house wishes to sell it.—Philadelphia Public Ledger.

The prospect of having Mr. Bryan in the cabinet makes one large West-Should-Worry club of the eastern editors.—Chicago Record.

The difference between a taxibroker and a taximeter is that the taximeter doesn't use a gun.—New York Evening Sun.

Just when an editor settles back in his chair with the comfortable idea that his readers regard him as the fountainhead of all useful knowledge, some prominent and influential subscriber drops in and asks him to tell offhand how the date of Easter Sunday is determined.—Ohio State Journal.

An Iowa visitor sends back a roast of California. He'll feel different when he returns to his home state.

There are more than 70,000 former residents of Iowa now living in California to the old home.—Los Angeles Tribune.

It isn't much trouble at all to guess Who the delegates are at the peace conference.—New York Sun.

We hope that in revealing the tariff they will leave on the free list our old friends apricot, coal, cudbear, dividend, fossils, gambler, jalap, leeches, manna, munjeet, pull, salp, spunk, withorle and zipper.—Pathfinder.

A million dollars in gold weighs 3,655 pounds and a fraction avoirdupois. However, let us not worry about the action.—Lynchville Democrat.

Professional jealousy is a hideous thing. A house painter has just slashed four pictures in London's national gallery.—New York Evening Sun.

Perhaps if Costelloffing can be persuaded to arbitrate the alimentary canal tolls.—New York Evening Sun.

No rose without a thorn. The parcel post has brought down the express rates on prunes.—Pittsburg Dispatch.

Some idea of the vast wealth of Mr. J. P. Morgan may be gathered from the fact that he employs nine lawyers and yet never grows poor.—Kansas City Journal.

Peking has issued an edict requiring all the women in the republic to discard their pajamas and wear European gowns. No wonder the Chinamen are trying to borrow \$125,000,000.—Washington Post.

Chicago is boosting Willis L. Moore, the weather bureau man, for a place in the cabinet. Moore is the greatest living authority on wind, and naturally Chicago thinks he is a great statesman.—Houston Post.

Bandits are holding up the police in Chicago. Maybe it is easier to do that than to bother collecting it from the people in drabs.—St. Paul Pioneer Press.

"New York will have nothing to wear if the clothing strike continues," asserts the Philadelphia Record. "Sad when the cold weather is just coming on." But may not this be a pretext for increasing the underwear of full dress?—Pittsburg Dispatch.

How much more powerful the president of the United States is than the king of England. Not all the king's horses and all the king's men could have prevented the coronation week in London. But Mr. Wilson knocked out the inaugural ball with a letter.—Kansas City Times.

Mrs. Eliza Pearce of Ewing, Ill., has just celebrated her 102d birthday. Five generations, including twenty-eight grand children, eight grandchildren and six great grand children, were present.

Oyster Bay paper, please copy! Chicago Inter Ocean.

HYPOCRISIES Mayor Luin of Senectady was discussing a certain snug type of undesirable.

The motto of these chaps," he said, "isn't what a man thinks. It isn't even what he says and does. It's what he gets caught in."

HOTEL NEWS

William Barton, owner of the largest cattle ranch in New Zealand, arrived here yesterday, after a month's trip through the middle and western states, where he was engaged in studying the cattle business from various angles.

T. L. Waldron of Waldron & Co., Ltd., and representative of the Gould lines in Honolulu, arrived yesterday in San Francisco. He is a guest at the Palace.

He told us how he was a hat and considerable money betting on the race between the steamers Mogolla and Wilhelmnia, which latter left Honolulu 45 minutes later than the former.

Father Philip Traynor of the Blessed Sacrament church in Chicago arrived in San Francisco yesterday, en route for a trip around the world as one of the chaplains of the steamer Cleveland.

William Barton, owner of one of the largest cattle ranches near Wellington, N. Z., arrived in San Francisco Monday and registered at the Palace.

George L. Beaver of Winnipeg, a large land owner of British Columbia, is a guest at the St. Francis.

A. L. Loomis and Mrs. Loomis of Los Angeles returned yesterday from a trip to Honolulu. They are staying at the Palace.

The Hawaiian islands are a great place to make money if a man is willing to take a chance, said Mr. Loomis.

F. C. White, president of the White Lumber company at Fort Bragg, and Mrs. White are in San Francisco for a short vacation.

A. W. Campbell, chairman of the board of public works of Honolulu, arrived in San Francisco yesterday for a short business trip.

Miss E. A. Belinger of Montague, Cal., is a guest at the Maxx.

L. S. Hedges of Chattanooga, Tenn., W. H. McKittick and wife of Bakersfield, W. H. Baybel and Mrs. Baybel of Chicago were among other arrivals at the Fairmont.

John Lewishon of London, a member of the banking firm of that name and a member of the Royal Automobile club of Pall Mall, is a guest at the St. Francis.

Mrs. A. C. Twoby and Miss Twoby and Miss N. E. Vansardale of Washington, D. C., and Mrs. G. L. Dunlop and Miss Helen King of that city make up a party that arrived at the St. Francis yesterday and who will sail on the Cleveland for a world tour.

William Wrigley Jr. and P. W. Wrigley, members of a Chicago manufacturing concern, and party arrived yesterday in San Francisco. They are registered at the Palace.

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Ferry Tales

"I AM not a commuter," writes a resident of this city, "but I do read the 'Ferry Tales,' and I want to ask if you know why it is that the Northwestern Pacific maintains its last property office at Sausalito instead of San Francisco."

The Northwestern Pacific is not the only ferry company that makes it difficult for the owner to retrieve property left on boats and trains. The last property office of the Key Route is on the Emeryville wharf.

The Southern Pacific maintains its collection of articles lost on Oakland boue trains as series as the Oakland mole. Articles left on the narrow gauge system gravitate to the Alameda necessary clerk.

Attention was called to this in the early days of the ferry tale column. Speaking of the articles lost on boats and trains. Since then I have talked with railroad officials and can give my correspondent and other people who are something of the railroad point of view.

Lack of room in the ferry depot is given as one reason for the present arrangement. The expense is another. The establishment of a lost property bureau anywhere but where a clerical force is already located would, the officials say, necessitate the hiring of a better class of clerical force.

"We do not wish to encourage this sort of thing," said particularly by the fact that he was speaking for all three companies, as I found later—by making the recovery of the property lost on boats and trains a public utility.

Here is a suggestion that might help the situation. It would certainly be more convenient for the traveling public. If the companies were bent on making a permanent collection of other people's property, the present arrangement could not be improved.

In the ferry depot is much unused space. This is particularly true of the stairs. My idea would be to establish one lost property bureau to which articles found on boats and trains and in the ferry depot would be sent.

The present system must involve some expense for each company. A division of the hire of a custodian for eight hours a day between the three companies would be a small probably not much greater expense.

"We are always on the lookout for suggestions," the head of one of the ferry systems once told me. Here's one.

He looked so like the stage farmer that one could hardly blame a poor city transfer man for thinking that the traveler's name was Opportunity.

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