

THE SAN FRANCISCO CALL
"AN INDEPENDENT NEWSPAPER—THE PAPER OF AUTHORITY"
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"The System"

District Attorney Fickert is quoted as saying that the trouble in the police department is due to "The system."

So the old enemy of the public makes its appearance again in print, but what of it?

"The system" is vague, general, unknown. There can be no system without men or a man to create it, to work behind it. The question now is, who is the man?

Mr. Fickert is also quoted as saying: "Present police conditions could not exist with a competent, experienced policeman at the head of the police department, one who has the confidence of the captains and the men, and is not indebted to men known to the underworld for any past favors."

If this means anything at all it means that, in Mr. Fickert's opinion, the present chief of police is not a competent, experienced policeman, does not have the confidence of captains and men, and is indebted to men of the underworld for past favors.

If Mr. Fickert means this, why does he not say so? If his words do not refer to Chief White, he should exculpate him.

If the policemen are the victims of "the system," why is not the chief also?

"The system" is too vague. Mr. Fickert is trained in the accurate use of words, in niceties of definition and in shadings of meaning. Why not define just what he means by "the system," and who constitutes it?

The San Francisco public ordinarily is slow to arouse to suspicion of wrongdoing in its public officers, but the conviction of Esola, coupled with Mr. Fickert's statement, will arouse them to demand what is the system and who is at the head of it?

There was one "system" here not long ago, and the nominal head of it is in San Quentin. Who will be the next to go?

More Prosperity in Sight

The predictions of leading railroad and other business men during the past few weeks, that the crops show every sign of being unusually bountiful this year, receives additional strength from the department of agriculture.

A wheat crop which will reach the highest record yet made is in sight, and will be harvested, unless the weather conditions make a marked change between now and harvest.

The June crop report, issued this week, indicates the huge number of 744,000,000 bushels total, of which 252,000,000 bushels will be spring wheat and 492,000,000 winter wheat. The latter will hold the record of its kind if it is harvested safely. The acreage of both is exceptionally large, the third in area ever planted in a season, and the present prospects are fine.

Unless excessive drought or unusual rains should damage the crops, there is one great class in the community which will enjoy renewed and greater prosperity than it has now had for several years, and will so add to the general prosperity of the country and to the confusion of the calamity howler.

The Transfer Agreement

The United Railroads has decided to recognize the spirit of its agreement with the city in the matter of the Fillmore street hill transfer matter.

The San Francisco public is bound to accept the United Railroads' belated recognition of its obligation with a full appreciation of the unwilling and begrudging spirit with which that obligation is accepted.

The attitude of the United Railroads in the Fillmore street hill transfer matter is characteristic of a short sighted policy which has worked to make that company the best hated corporation in California.

In this instance it found an exceedingly slender peg upon which to hang its latest sharp practice exhibit. It refused to honor municipal road transfers for transportation on Fillmore street north of Broadway.

That refusal was based on the assumption that to carry a municipal road passenger to the north end of the Fillmore street line would involve the issue of a transfer on a transfer. And, of course, there was no transfer on a transfer clause in the agreement with the city.

Only the fertile brain of a United Railroads official, trained in the gentle art of baiting and flouting the public, would construe the change of cars that company forces upon the public at Fillmore and Broadway, as involving the question of issuing a transfer on a transfer.

That question was never raised by the United Railroads against a private corporation with which it exchanges transfers on that line. The public has never recognized the slips issued at Broadway and Fillmore street as bona fide transfers.

The public has accepted those slips as evidence of the United Railroads' desire to protect itself financially in the enjoyment of a money saving convenience it has inflicted on its patrons.

The Fillmore street line has long been regarded as that portion of the United Railroads' property extending from Sixteenth and Brannan streets to the bay terminal under the Fillmore street hill.

Because the company would not spend the money necessary to provide proper means for negotiating the hill without a change of cars, its

Fillmore street patrons have been compelled to dismount at Broadway and resume their trip down the hill in cars even less comfortable than those operated from Sixteenth street to Broadway.

To protect itself against those who might get free rides down the hill, the United Railroads has compelled its north bound Fillmore street passengers to take a transfer slip, to be surrendered to the conductor on the hill car.

On these slips it has issued, and for them has accepted, Union street line transfers. Until there was an opportunity to annoy the public interested in the Geary street line, there was no suggestion that the Broadway change involved a transfer on a transfer.

It is a pity that the United Railroads can not break itself of the habit of flouting the public at every opportunity. It is especially unfortunate that the company embraced this particular opportunity to be offensive, just at a time when the public was disposed to forgive and forget.

Entitled to Fair Play

Proponents of the square deal policy can not fail to sympathize with the attitude of the Fillmore street merchants toward the latest "lid" agitation.

There is no good governmental reason why Fillmore street should be discriminated against in favor of any other business district, or why that district should be subjected to regulations not enforced in the downtown theater and shopping districts.

Fillmore street is a business thoroughfare. Its character was established permanently in the reconstruction days after the fire of 1906.

Fillmore street is the favored shopping district of hundreds of citizens who live in the Mission, Richmond, Sunset and other more remote districts, because its shops, or some of them, are kept open evenings.

The amusement features of the Fillmore street district are patterned to fit modest purses. That is not a matter of election. It is a matter of plain business necessity.

The people who spend their time and their money in Fillmore street are entitled to all the privileges given the patrons of any other business district.

The back room and the private box adjunct to the cafe or saloon should not be permitted in Fillmore street. They should not be permitted in Mason or Taylor or O'Farrell or any other San Francisco street.

If the downtown cafe proprietor may be permitted to invite and stimulate business by the employment of orchestra and entertainers, the same privilege should be extended of right to the Fillmore street cafe proprietor.

Fillmore street and its business men are entitled to fair play and no more. They will get less than fair play if any legitimate privilege given the business men of any other district is denied them.

A Practical Demonstration

The gratifying results flowing from the state harbor commission's substitution of crude oil for coal are worthy the serious attention of every California fuel consumer.

For the eight months' period just ended the ferry building has been heated with oil fuel. Prior to that period coal was used.

The saving effected by the substitution of oil fuel for a single period of eight months paid for the installation of the oil burning apparatus, and left a balance in excess of \$200.

Compared with the average of the fuel bills for the six preceding eight months' periods, the saving effected by burning oil was \$2,144.38. The cost of installing the oil burning machinery was \$1,921.86.

By changing from coal to oil fuel the harbor commission saved money for the taxpayer, and gave encouragement to a California industry.

The oil industry means more to California than did the wonderful gold discoveries of 1849. The potentialities of the California oil fields represent more in dollars and cents than has been added to the wealth of the world from the California gold fields.

The development of the oil fields touches the interests of every Californian. Every time a furnace is changed from a coal to an oil burner, the industry is given a new impetus, and the owner of that furnace has helped his own and the state's pocket book.

The harbor commission has given a demonstration of home industry encouragement and practical economy which should be helpful to California producers and California fuel consumers.

There need be no worry over the so-called "seizure" of an American yacht which entered Wakayama, a Japanese closed port. If an unknown foreign vessel were to drop into any port where there was no customs office there would very likely be an inquiry of some kind as to what she was doing there.

Brother Rowell is a modest man in his claim of Fresno's population, which he claims as "decidedly more than 35,000," while the city directory estimate gives him nearly 42,000. Whether Rowell or the directory is nearer right or not, it is true that Fresno is growing like its own grapes.

The postal clerks' efforts to secure old age pensions is one that sooner or later will win, and should, for it is wrong for a man to spend his life as a clerk in the federal service and be turned out to die in poverty when old age renders him unserviceable.

The suggestion made to the supervisors that salt water be used instead of fresh for sprinkling streets and flushing sewers is worth adoption on its own merits apart from the need of conserving the fresh water supply, as the salt water is more desirable.

The hit of the day. Those new uniforms of the traffic squad.

FERRY TALES

By LINDSAY CAMPBELL

THE verdict of the girls on the Key Route steamer to whom the prettiest girl, in the blue suit, told the story was that the San Francisco Elks ought to be ashamed of themselves.

Remember Mel Newfield, who used to own the yacht Cupid? He's the hero of the story—or the victim, whichever you prefer. Newfield is an amateur sailorman of almost professional efficiency, and when he was in the yachting game here his yacht Cupid participated in most of the big events. During one of the annual cruises up the river on the Cupid Newfield met Miss Hazel Dalton, one of Sacramento's belles.

He had been to Sacramento before, but until he met Miss Dalton he never thought much of the capital city as a place to live. He decided soon after this meeting that Sacramento was the only place on the map. He sold the Cupid and moved to Sacramento. He bought a launch there and became an inland sailor. This was after he had discovered that Miss Dalton was very fond of launch riding.

They were married about three weeks ago, and went to the Yosemite on their honeymoon. The course of true love had run smoothly and to a satisfactory conclusion up to this point. Then lovers' luck deserted them. They got the same train to the valley as the San Francisco Elks, who had a special car and were going to Yosemite on a jollification.

The Elks discovered the Newlyweds at the Sacramento depot, where, when the train pulled in, kind friends were petting them with rice and old shoes.

"Fine!" said the Elk in charge of the outing. "We needed something like this to make the trip a success. They're going to the valley, boys!"

He ordered the Elk band out on the platform, and when Mr. and Mrs. Newfield started for their car the band went along, playing appropriate music.

The first night in the valley the band serenaded the honeymooners, and when they went for a stroll next morning the band went along.

"I don't know what else those dreadful Elks did," said the prettiest girl, "but just listen to this letter I got today from May. She says:

"The poor little bride is afraid to move and the groom has taken to his bed."

When the boat pulled into its slip the girls were still expressing their opinion of the San Francisco Elks, and if the ears of at least the members of the band did not tingle there is not much in telepathy.

The Southern Pacific has come to the conclusion that the people who ride in trains and boats may have opinions worth listening to as to what constitutes good service. It would be unkind in these days of brotherly love to go into details regarding the causes of the reformation. Let the dead past broil on the ashes of its own remains. It is sufficient and gratifying to know that the Southern Pacific is now sparing neither effort nor expense to improve its service, suburban as well as main line, and on the water as on the land.

In the last folders issued by the company is an invitation to the public to make suggestions for further improvements. Under the invitation is a blank space, neatly ruled, on which you are requested to write your suggestion. The name of the official to whom the communication should be mailed is given, and with it all is a neat little expression of thanks in advance and a promise that your suggestion will be given careful consideration.

Philip W. Clark, owner of extensive lime and quarries near Winnipeg, is at the Bellevue.

J. A. Taylor, connected with the United States attorney general's office, Washington, D. C., is at the Palace.

W. P. Frisk, editor and publisher of a Grass Valley newspaper, and Mrs. Frisk are stopping at the Stewart.

C. Spinner of Berne, Switzerland, managing director of a large hotel company, and Mrs. Spinner are at the Union Square on their way to Japan.

Jeremiah Watson, proprietor of an extensive ranch near Rosario, Sonora, who is a guest at the Manx, says that the Yaqui Indians of Sonora and Chihuahua are among the finest races he has ever encountered. Mr. Watson said:

"The Yaquis are energetic and industrious, and of high moral character. The Mexicans have never treated them fairly and as a result the Indians have always been enemies of the government. If the United States should recognize the Huerta government I believe the Indians would lay down their arms and submit to law and order. There have been uprisings against the Mexicans by the Indians. In each instance the war was invoked because of some mistreatment of the Indians, thousands of whom have been made nothing more or less than slaves by Mexicans owning large plantations."

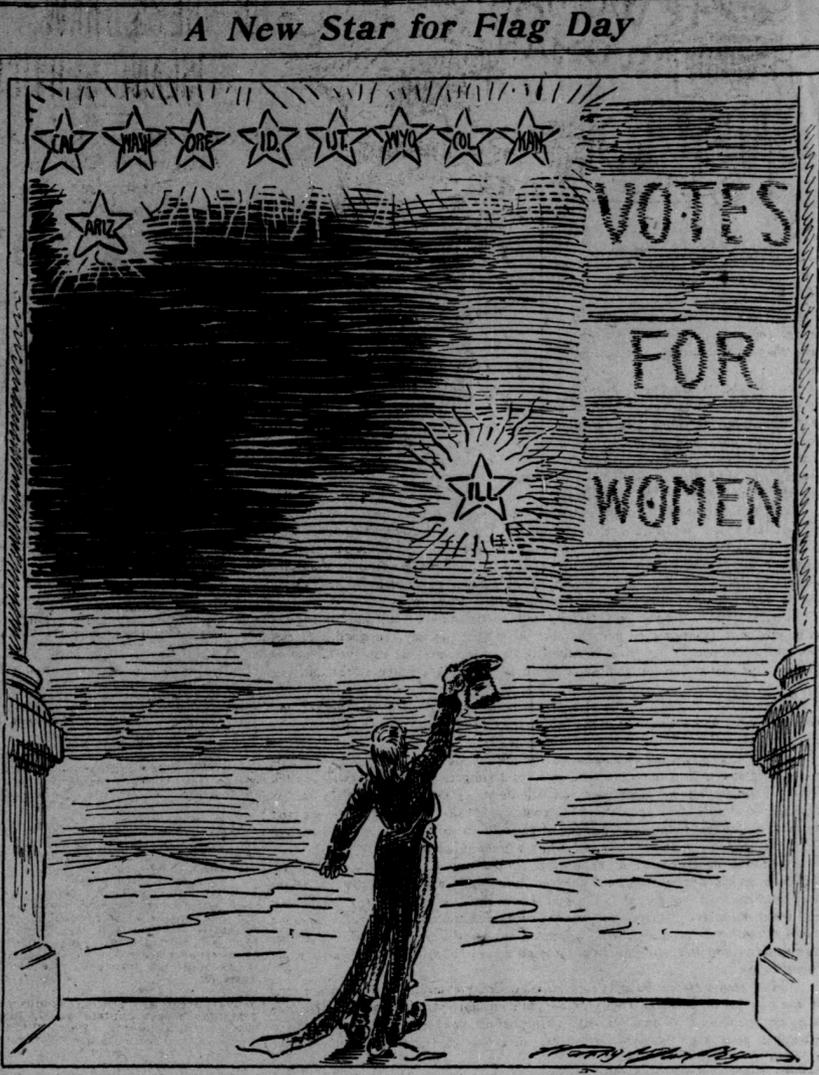
Henry Wilkinson, owner of a large fruit orchard in the Columbia river valley, who is at the St. Francis, says that the fruit situation in the valley was never better than now, and that growers are expecting the biggest crop in history. Mr. Wilkinson said:

"There are prospects for an exceptionally heavy crop of fruit this year. Apples, peaches and late cherries and plums are developing rapidly. All varieties of fruit in the Columbia river valley escaped serious damage by frost this spring. The early cherries were slightly damaged. On account of the damage done to the fruit in California this spring we growers of the district expect to get good prices for our output."

C. S. Gardowsky, a manufacturer of Moscow, who is at the Sutter, says that there is a good opportunity in his country for American manufacturers for branch factories. Mr. Gardowsky said:

"The Russian government recently appointed 14 agents who are to visit the principal manufacturing cities of the United States and explain just what Russia offers to the manufacturer. The Russian government wants these branch manufacturers and plans to co-operate with any American who comes to a Russian city. Russia wants to increase its industries and especially does she want to expand her trade relations with the United States. Germany, England and Belgium are increasing their trade with Russia each year. The United States should do likewise."

Grover Magnin, of the firm of I. Magnin & Co., left yesterday on an extended tour of Europe in the interests of his company. While in Paris, Berlin and London, Mr. Magnin will buy extensive stocks of women's ready-to-wear apparel for the store in San Francisco. It is understood that the Magnin purchases abroad will amount to almost a quarter of a million of dollars, the new stock to be delivered to San Francisco immediately after the purchase. Mr. Magnin is accompanied by his brother, John Magnin. The European trip will cover several months.



HOTEL NEWS

D. Ross of Los Angeles is a guest at the Antlers.

Mrs. W. T. Otto of Napa is registered at the Baldwin.

B. F. Vandlinger, an oil operator of Taff, is at the St. Francis.

Mr. and Mrs. Hoock of Watsonville are registered at the Colonial.

Mr. and Mrs. E. Redmond of Boston are registered at the Fairmont.

Mr. and Mrs. John B. Farish of New York are guests at the Fairmont.

John Sheperd, a financier of Boston, and Mrs. Sheperd are guests at the Palace.

Dr. J. A. McNaughton, a physician of Los Angeles, is registered at the St. Francis.

R. P. Lathrop of Hollister, the hay king of San Benito county, is at the Union Square.

C. E. Triplett, a merchant of Sacramento, and Mrs. Triplett are staying at the Manx.

Philip W. Clark, owner of extensive lime and quarries near Winnipeg, is at the Bellevue.

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A NEW LITERARY ISM

Not all "isms" deserve the contempt, even of the most cautious Tory. It is easy to name a new proposal an "ism" to save the trouble of understanding it and the peril of being disturbed by it. It is a reliable source of entertainment for the untrifled to observe how often a new ism is a truism.

Just now we are enjoying a wonderful crop of artistic isms, of which at least one seems to be well larded with sound sense. This bears the unpromising name "Imagisme," a small but evidently highly self-conscious literary "movement" in England of which the redoubtable young expatriate, Ezra Pound, is a leader.

Here are some of the tenets of Imagisme as reported by Mr. Pound in a late issue of Poetry:

"Use no superfluous word, no adjective, which does not reveal something. 'Go in fear of abstractions. Don't tell in mediocre verse what has already been done in good prose. Don't think any intelligent person is going to be deceived when you try to shirk all the difficulties of the unspeakably difficult art of good prose by chopping your composition into line lengths."

"Don't imagine that the art of poetry" (Mr. Pound might have said the art of prose also) "is any simpler than the art of music, or that you can please the expert before you have spent at least as much effort on the art of verse (or prose) as the average piano teacher spends on the art of music."

"Use either no ornament or good ornament." (Architects please copy.)

"Don't imagine that a painting will go in verse just because it's too dull to go in prose."

"Don't be descriptive; remember that the painter can describe a landscape much better than you can, and that he has to know a deal more about it. When Shakespeare talks of the 'Dawn in russet mantle clad' he presents something which the painter does not present."

If this be Imagisme, let that formidable classicist, Mr. Wallace Rice, make the most of it! We are for establishing Imagisme by constitutional amendment and imprisoning without recourse to ink or paper all "literary" ladies or gents will break any of these canons. What a lot of people would be doing something useful if Imagisme were the literary criminal code.—Chicago Tribune.

ST. PETER AT THE GATE—M. F. City. Robert Gardner of this city informs this department that "St. Peter at the Gate" was written by Joseph Bert Smiley, J. H. Aldrich of Oakland writes that the poem was published by Smiley in 1876 in the Galesburg (Mich.) Express, of which he was the publisher, under the title of "Thirty Years With a Shrew," with apologies to St. Peter, but that the title was afterward changed. Aldrich adds: "The shades of St. Peter and St. Paul were in life, two well known people living in Galesburg, William B. and his wife, Lucinda, the latter being noted for her excessive piety and persistent efforts to bring William into the fold, and for her shrewishness, which exceeded the limit; the former for his utter lack of interest in things spiritual and for his great interest in things convivial. William and Lucinda had final judgment and passed through the gate fully 20 years ago, and a year later St. Peter stood before St. Peter. I am a native of Galesburg, and at the time mentioned was a lad of 14 years, employed as printer's first assistant on the Express."

CAR NAMES—Subscriber, San Jose. The names that are given to palace sleeping cars by various railroads are not selected by any set rule. The names are suggested by the directors, or these officials may ask some of the heads of departments to make suggestions, and sometimes the car builders suggest names which are adopted by the railroad authorities.

THE STATE PRESS

Marin County Election

Some weeks have elapsed since our bond election, and everything has since assumed a sort of quietus. This is in reality far more apparent than real. It needed a sort of fervor to arouse it from a phantasm which seemed to conspire to its benefit in lieu of detriment. All of a sudden and so to speak unexpected the fervor came. The field was swept, the columns marched in unbroken lines to the goal of victory and the triumph of Sausalito and its most deserving and meritorious citizens were achieved, and not one of yesterday, of today, or tomorrow, but one which will most ardently be recalled when Sausalito, in its most palmy days of the future may recall its destiny, as it made every effort to become one of the noblest and prosperous links of greater San Francisco.—Sausalito News.

Opposed to Fish and Game Commission

The theory which gives the people power to initiate legislation must now stand an acid test to determine its practicality. The state fish and game commission, rich beyond the wildest dreams of any other department of the state government, in the closing days of a legislature which was dominated by the commission's expensive lobby, passed bills which will wring thousands of dollars from the people's pocket and which will bring the commission's annual revenue to something like \$700,000.—Marin County Tocsin.

State Weather Normal

California weather seldom goes off on a tangent, and even when it does, it doesn't go very far away from the normal.—Pasadena Star.

ANSWERS TO QUERIES

NEWSPAPERMAN—W. T. K. City. In order to be an all round newspaperman the aspirant should have, as an eastern paper said in answer to a similar question: Ambition, ability, abbreviation, assiduity, brains, brass, circulation, credit, cash, consideration, constitution, data, dynamite, dictionary, diction, force, energy, epigrams, erudition, experience, facts, faith, flattery, foresight, galleys, gumption, humor, hustle, ink, ingenuity, integrity, justice, jokes, kindness, keenness, logic, leniency, lithography, lynchpin, memory, machinery, music, nuclide, nerve, nobility, note book, opportunity, overwork, paste, press, power, punctuality, puff, quads, quickness, reason, reputation, soap, scissors, sense, sociability, success, substance, type, tape, typewriter, unusual, understanding, vacations, verbosity, wheels, woe, wisdom, ex-nodochy, Yankeeism and zeal.

STRIKE—M. M. City. The first use of the word "strike" in an English newspaper in connection with labor trouble appeared in London Chronicle, September, 1765, in an article descriptive of the suspension of labor in the North Cumberland coal fields when the colliers "went on strike for a higher bounty before entering into their usual yearly bond."

CALIFORNIA—M. M. City. California has 2 United States senators, 11 congressional representatives, 40 state senators, 80 assemblymen and 13 presidential electors.

SHARP POINTS

A Democratic Failure

We are not getting impatient, but it is well enough to mention the circumstance that the democrats have been in power 79 days and the fortunes of Mr. Rockefeller and Andy Carnegie have not been divided up yet. We hope the people will not be forgotten by their trusted servants.—Houston Post.

Sure Thing

We suspect that most of the men who advocate eugenics are strictly in favor of working it on the other fellow and not themselves.—Houston Post.

Missouri

If you had to live in Paterson, N. J., or else quit the United States, what foreign country would you select as your future home?—Kansas City Journal.

Hope On, Hope Ever

Postmaster General Burleson hopes to establish 1 cent postage before he retires from office, but our boys are hoping he will first establish a million or so fourth class postoffices and install democrats in them.—Houston Post.

Pays Nothing

This Balkan war indemnity, in shorter words, is what Turkey pays the allies for their time and trouble in taking her lands away.—Boston Herald.

It Do

It beats all how many captains of industry, in discussing the threat of a panic, confess that their own business is larger than ever before.—Boston Herald.