

All the World Demands the Full Facts of the Titanic's Tragic End

NOT today nor even a good many tomorrows will suffice for the full telling of the Titanic's story of woe unutterable. It will take time and patience to bring out the details of this, the most tragic of the sea's uncounted tragedies—time, patience and authoritative inquiry.

As the tale is told in the news pages of today's Call, vividly and with the unstudied dramatic effect of narrators fresh from seeing much and suffering much, there is surely horror enough, a sufficiency of pathos. Yet these are but the broader outlines. Humanity, stirred profoundly by this staggering calamity, must have all the facts—demands them in the name of sixteen hundred and odd that lie with the wreck of the giant steamship in the dark and icy ocean depths.

There are a number of things pertinent to the loss of the Titanic that can be ascertained only by competent authority examining witnesses under oath, authority strong enough to compel attendance and testimony and high enough to reach conclusions of blame and exoneration which the world will accept. The committee of the United States senate, which will begin its hearings in New York today, has the authority and evidently means to use it. The examination of this committee will undoubtedly be exhaustive.

Probably the most conspicuous witness to be heard is J. Bruce Ismay, controlling director of the steamship company, who saved himself from the wreck by means yet to be disclosed. Ismay can tell about that, and then he can tell why the Titanic had boats enough for only 745 out of its 2,350 souls aboard. Ismay can tell under what orders the vessel was moving, both as to course and speed.

If there be any other than a merely physical reason for the holding back of news from the Carpathia for nearly four days, then Ismay can tell about that also. Those were agonizing days of agony and sickening suspense for the relatives of many of those who sailed or were supposed to have sailed in the Titanic. All the world felt the pain of that waiting. If it was delay not of necessity, then it was a superadded cruelty for which somebody ought to be made to suffer.

The senate acted wisely in ordering its inquiry while the witnesses are within reach and while the facts are still fresh in their minds. Its committee should be able quickly to get to the bottom of the terrible affair. The blame can be, must be, definitely fixed. Only in that way can this and other governments determine what is needed further to provide against the newer perils of the sea that have come with the craze for speed, size and luxury of passenger steamers.

Mr. Taft Always Fights Fairly

PRESIDENT TAFT is an eminently fair man. He carries no personal or political resentments into the conduct of official business and the distribution of patronage. His sense of the responsibilities of his high office is such that he can not even contemplate the use of any of his official authority for his own political advantage.

An example of this spirit and policy is found in his reappointment of David M. Little to be collector of customs at Salem, Mass. Mr. Little is actively supporting Colonel Roosevelt for the republican nomination for president, and Representative Gardner of the same state feared that this fact might weigh against Little when the question of his job came up for consideration by the president. That showed how incapable the average politician is of understanding that the president does not do politics.

In explanation of his position Mr. Taft writes to Mr. Gardner: As a matter of fact, I sent Mr. Little's reappointment to the senate yesterday, and would not think of recalling him. I have removed no one in this campaign because of his political views, and I do not intend to begin to do so now.

The truth is, there never has been a time, with which I am familiar, in the history of politics in this country, when the political support of the federal office holders, such as it is, has been so divided, and at no time has the federal patronage exercised less influence in the national convention than it will in the one to be held at Chicago.

It is a mainly letter and it states the truth. We know it is true of California that the federal office holders are taking no present part in politics, local or national, and we do not need Mr. Taft's assurance to understand that even if they were opposing him for renomination this course would not be held up against them in matters of the distribution of patronage. Mr. Taft fights fairly.

Solid Fuel Oil the Next Development

SOLIDIFIED petroleum for fuel promises to be the next important application of this material of so many wonderful and varied capabilities. The British admiralty has obtained valuable results from a series of tests in the use of solid fuel oil, and, among others, these are enumerated:

Heavier Armaments—The immensely enhanced driving power of solid oil compared, bulk for bulk, with coal, permits of much heavier armor, guns and machinery.

Simplicity—Blocks of solid oil require practically no alteration of any sort to fit into the furnaces or burners built for coal.

Speed, Striking Power and General Mobility—Every ton of solid petroleum is equivalent to at least 2½ tons of coal. Combustion, in strong contrast to that of coal, is practically perfect. Steam can be raised within a few minutes. The material increase in the rapidity of a vessel's striking power is thus at once apparent. The radius of action is also increased by at least 100 per cent.

In addition to these qualities solid oil develops no inflammable gases, even in a hot bunker, and this fact greatly reduces the danger of fire. It can be handled with much less labor than coal, so that the fighting force of the ship can be increased.

The oil is solidified by a new chemical process operated in a revolving mixer, with the addition of a powder whose composition is a trade secret. The oil comes out in soft but solid lumps, which harden after a short exposure to the air. The lumps of oil burn like coal, except that the residuum of ash is only about 1 per cent. It is thus the most perfectly combustible of all practicable fuels and the easiest to handle.

The importance of this process for the solidification of fuel oil affects California interests in a material way. Apparently the oil, after solidification, can be used for making steam in the ordinary type of coal burning engines.

SOME bright Pennsylvanian has suggested to the State Editorial association that the commonwealth license all persons engaged in newspaper work, and that there be a state board of examiners to pass upon the ability and qualifications of those who would practice the art. The idea is to put the newspaper man in the same class with chauffeurs, doctors, dentists, plumbers and lawyers.

Many Would Like to License Newspaper Men

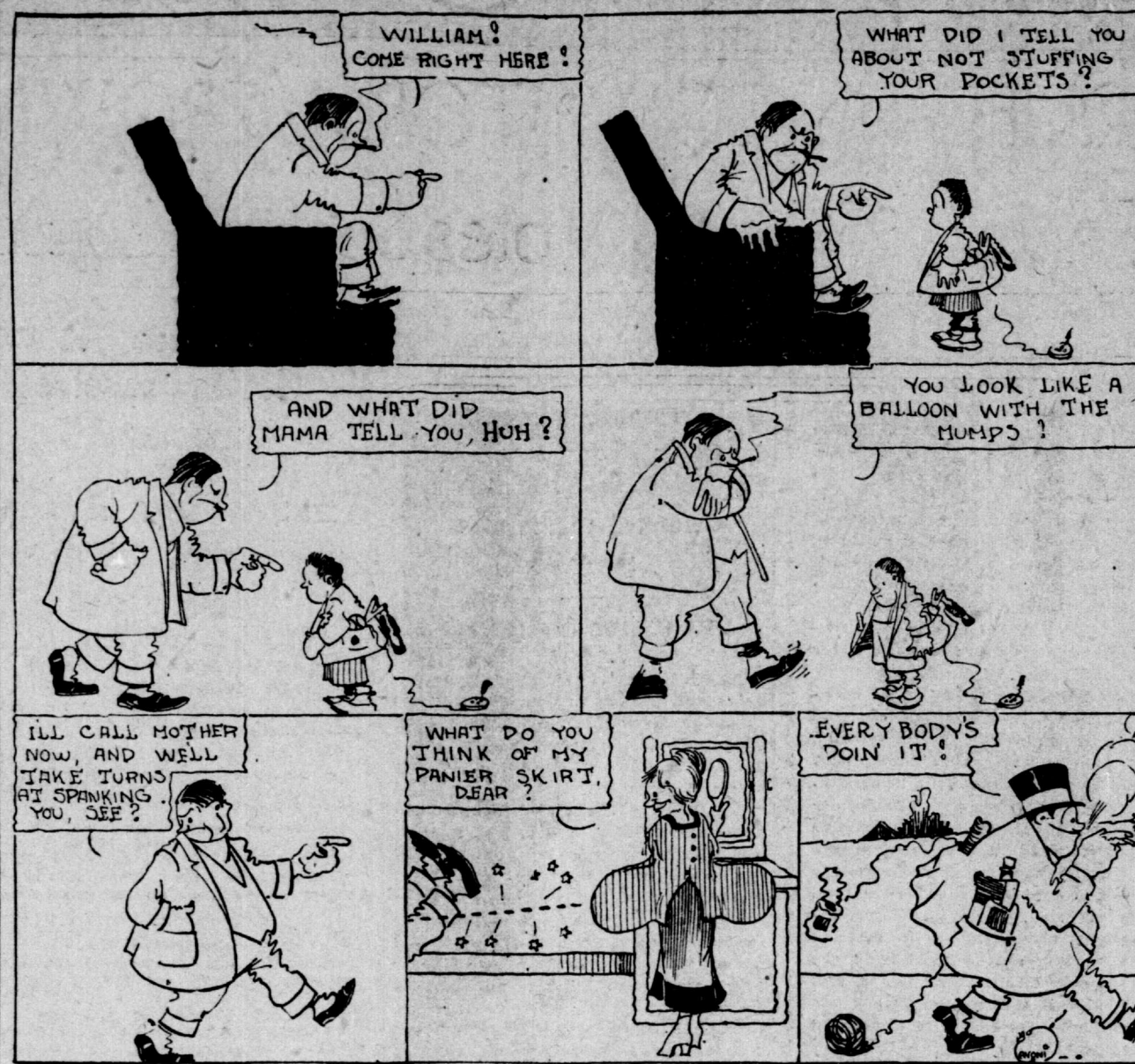
It is difficult to believe that the suggestion was made by a newspaper man, even though it had its conception within the Editorial association of Pennsylvania. Some politician was doubtless behind it, some one with a notion of getting on the board of examiners so that he could excommunicate certain particular gentlemen of the press.

However, the suggestion isn't one which would make a newspaper man nervous. It could never apply. A reporter, presumably, would have to be licensed, under the system, before he could interview an actress on her divorce or a banker on his dividends. The state board of examiners would face each intending journalist with a list of questions:

"How would you conduct an interview?"

"In writing the story of a fire, should you make your own

Everybody's Doing It



appraisal of the loss or take the word of the man whose property was destroyed?"

"Do you favor the initiative, referendum and recall, or would you vote for Oscar Underwood for president?"

If a license issued to a newspaper man did not protect the public any better than a license issued to a chauffeur there would be little use in adding the burden of a commission to the state. The chief difficulty with the proposed regulation would be that every crooked politician, every man who intended eloping with his neighbor's wife, every promoter who wanted free advertising for his oil stock, would want to get on the commission, which, to a certain extent, could control a portion of the press by the exercise of its licensing power. Such a law would make life too difficult for the governor. He would never dispose of all the applicants for places on the board of newspaper examiners.

MEXICO is quite cocky in her reply to Uncle Sam's note of warning. She tells him that it is really none of his business to meddle with the internal affairs of the neighbor republic.

The reply admits that certain regrettable violations of law have occurred, to the cost and injury of American citizens, but it pleads that these injuries are due to circumstances over which the lawful government of the republic has no control.

This is an unfortunate confession. Its logic is that if these injuries and crimes are to continue Uncle Sam would be compelled to take an active hand in the game. Of course, the United States does not want to do anything of the sort, and we can only hope for the present that these circumstances which Madero admits he can not now control will be speedily eliminated.

Not much attention need be paid or particular weight given to the tone of the reply. That is partly the language of diplomacy and in part the policy of keeping a stiff upper lip for effect at home. Doubtless the Mexican people will be pleased to see their government standing to its guns and will forget or ignore the confession of uncontrollable circumstances. The American nation can afford to regard the position in a temperate fashion in the hope that Madero can yet establish himself and pacify the country. That, of course, is the end to be desired, and it must not be forgotten that powerful interests are engaged in an active campaign to compel the United States to invade Mexico and take up the job of eliminating those unhappy circumstances which hitherto Madero has been unable to control.

At the same time we need not conceal from ourselves the fact that things are still in a bad way in Mexico. The habit of revolution appears to have become established, and when we consider the political inexperience and illiteracy of the Mexican people, coupled with the fact of enormously rich resources inviting plunder, we may be able to realize some of the difficulties of the situation with which Madero must cope. But for the present Uncle Sam's business is to sit tight and exercise such patience as he may command with a sense of sympathy for a neighbor striving to establish a free and at the same time stable government on the American model.

GOSSIP OF RAILWAY MEN

A PARTY of mining engineers from Denver and New York made the trip yesterday by special car over the Western Pacific to Doyle. They plan to look over certain mining properties in the northeastern section of the state. In the party were William H. Shell, A. S. Stephenson and J. P. Fisher. They will spend a month or six weeks in the mountains.

The board of inquiry that was assembled to ascertain the cause and fix the responsibility for the explosion of the locomotive boiler at Stanwix station, Arizona, on April 9, when engine 2739, hauling an eastbound extra, blew up, killed the engineer and injured the fireman, has held that the explosion was due to negligence.

The board of inquiry comprised R. G. Hillman and J. J. Malone, inspectors for the Hartford Boiler Insurance company; P. Sheedy, superintendent of motive power; J. H. Dyer, division superintendent; G. A. Reichert, boiler inspector for the Southern Pacific, and H. J. Small, general superintendent of motive power. The latter, however, acted only as an observer at the inquiry.

All of the parts of the locomotive were assembled and thoroughly examined and it was found by the board that the water in the boiler had been too low, which caused the crown sheet to drop, the explosion being the result. The locomotive was in good condition when it started on the run, and had the water in the boiler been sufficient not to allow the crown sheet to become overheated the explosion would not have occurred. The report of the board of inquiry was unanimous.

In the interest of those who will attend the grand lodge session and an-

Abe Martin



Uncle Niles Turner says th' past winter is th' only one he kin recall that only had one really fit day i' bathe. A touch is often worse'n a knock.

Just One Smile for 12 Long Blocks

"Will you tell me when we get to Buchanan street?" a passenger asked a conductor on a Sutter street car yesterday. He should have known better than to be so trusting.

"I'll call th' street when we get to it," the conductor replied in a tone that indicated it would be anything but a pleasure to do it.

The conductor amused himself with calling out the street names at first, but that must have grown tiresome after a while, for he became less interested all the time. Next he counted his transfers, then he shuffled them up and recounted them.

A young woman stood on the door-sill going through the motions of wishing the car would stop. After the car had flown past several blocks she voiced a desire to get off. The conductor regarded her a moment and went right on counting his transfers. When he had crossed the street he said:

"Did you want off back there?" The young woman admitted that she did.

"Well, I'll see to it that we stop at the next street."

The next street was muzzled up with car tracks, and he had to stop there anyhow, so the young woman watched her chance and hopped off.

By and by the car took a turn to the right, off Sutter street. It went up that street a block or so and then began preparations to make another turn. The passenger asked if "we" have got to Buchanan street yet. But the conductor was counting some change.

There was nothing to do except wait until he was at his leisure. Then he put the question again.

"Yes, we got there," the conductor replied, a trifle irritated at having his train of thoughts interrupted.

"How far back is it?"

"About 12 blocks."

"Do I get a transfer to go back?"

"Oh, why certainly not, no sir." He smiled down on the passenger in a pitying fashion. The passenger got off when the car slowed down to make the curve. The conductor smiled some more. It might have been a pleasant smile, but there is some doubt as to whether it was worth 12 blocks or not.

GOLF

By GEORGE FITCH,
Author of "At Good Old Swash"

THE game of golf, which usually becomes virulent about this time of the year is a brutal pastime, in which a full grown man beats an inoffensive white ball about 1,100th of his size around a refined and beautiful cow pasture with an iron headed club.

There is seldom any excuse for this cruelty. It is not done in self-defense, for the ball does its best to escape, and will often crawl into a thicket and hide for hours, during which time its relentless owner will hunt for it, savagely emitting the most blood curdling language. There is no more shocking sight than that of a golfer knocking a ball hundreds of yards at a stroke, pursuing it with grim energy in order to get another look at it, addressing it in the most hostile terms and alluding to it with loathing when it finally fails, gashed and mangled, into the creek, and sinks to rise no more.

The reason for all this hatred is a mystery until we learn that each one of these balls costs 75 cents. But even at that the golfer should beat the dealer, and not the ball.

Golf was imported from Scotland about 25 years ago, and has become a great blessing, tearing prosperous business men away from the throats of their rivals early in the afternoon, and giving the common people a chance to save a little money while captains of industry are hunting for a golf ball. The object of the game is to herd the ball into its hole in less strokes than the other fellow, which entitles the victor to take his rival's ball with a full gurgling of triumph. It costs about \$11 a day to learn the game, payable in American golf balls and Scotch high balls.

Golf is more fascinating than business or matrimony, but neither of these pursuits should be entirely abandoned on its account. When a man complains that his business is interfering with his game and that he could get a lower score if his wife did not annoy him by talking to him evenings, he is indulging to excess. The game can be learned in two days by a man who is born that way, and industry are hunting for a golf ball. The object of the game is to herd the ball into its hole in less strokes than the other fellow, which entitles the victor to take his rival's ball with a full gurgling of triumph. It costs about \$11 a day to learn the game, payable in American golf balls and Scotch high balls.

Pantomime

"I hear ye had words with Casey?"

"Ye had no words."

"Then nothing passed between ye?"

"Nothing but one brick."—Washington Herald.

Then Bail Him Out

Boarder (excitedly)—There's a rumor afloat—

Mistress—Jennie, turn off the water in room four.—Judge.

A Man's Guess

"What will be fashionable this spring?"

"Whatever they happen to be overstocked with in Paris, I suppose."—Boston Transcript.

Long Waits

Pride goes before a fall—so long before, in some instances, that envious folk get weary of waiting for the catastrophe.—Puck.

PERSONS IN THE NEWS

JOHN S. SNEYD, assistant treasurer of the Pennsylvania railroad, arrived here yesterday from Philadelphia. Accompanying him are Mrs. Sneyd, Miss Emily Rommel and Mrs. Florence G. Kenworthy, the party coming out in a private car. They are at the Palace while in the city.

JOSEPH V. COSTELLO, secretary of O'Connor, Moffatt & Co., who has been confined to St. Mary's hospital for the last week on account of illness, is rapidly recovering and will be about in a few days. He will depart for his buying trip to Europe on May 1.

DR. FRANCIS WEINER, medical director of the Mutual Life Insurance company, who is making a tour of inspection of the various branches of that corporation, arrived here yesterday and registered at the Palace.

MR. AND MRS. J. B. ATTERBURY of New York are among yesterday's arrivals at the Fairmont. They are members of the well known Atterbury family of Connecticut.

FREDERICK BARNARD of Poughkeepsie, N. Y., and W. J. Natt of Chicago, who arrived here yesterday on the steamship Manuka from Tahiti, are at the Stewart.

MR. AND MRS. W. C. CUTLER and Mrs. W. H. Cutler are among the arrivals of yesterday at the Fairmont, registering from Evanston, Ill.

C. C. DULA and F. L. Fuller, prominent manufacturers of St. Louis, accompanied by their wives, are at the Fairmont.

G. W. LEHBERG, dealer in hardware at Portland, Ore., is a recent arrival at the Argonaut.

FRED VENNEMAN, a well known oil operator of Maricopa, is registered at the Argonaut.

GEORGE DOLL, a leading merchant of Cook Bay, registered yesterday at the Union Square.

A. C. HOUSTON, dealer in boots and shoes, of Woodland, is registered at the Turpin.

W. C. HORNBERG, retired merchant of Cambridge, O., is registered at the Sutter.

JAMES A. SHAW, an automobile dealer of Sacramento, is a guest at the Argonaut.

DR. R. F. ROONEY, a physician of Auburn, is spending a few days at the Palace.

The Colyum

"New Rules to Insure Safety on the Ocean," reads a newspaper headline. Could a more memorable cliché be written?

THE HERO OF THE FILM

If you want to pick a fellow with a truly national fame; You must cut the bloom in an actor who's as big as a day— Find your hero in the motion picture game!

I'm a hero simultaneous in two different states. From Washington way I figure always draw the biggest rates. Of any in the motion picture drama.

The pert and petted actor man who does "Ladies' Choice" is a hero of the film. Upon the road, may think he is "legit." The girls may think him handsome till he has a fall. But I'm the one who really makes the HIT.

For I! I am the hero of just twice a hundred reels. I'm everything, from Adam to T. R. I'm Daniel in the Lion's Den; I know just how to impersonate a dynamited czar.

I'm an Allan in Virginia; I am Moses on the Nile. In old Missouri I am Jesse James. I've been married by the person, in a manner free from guile. To eighty-seven motion picture dames!

The girls all know my figure, from Orleans to Los Angeles. It's marvelous, you know, the way I kill 'em. Oh, the tone and tone of letters that they write each day to my agent, for the motion picture film.

AMATEUR CONTRIBUTOR sends in the following jest for The Colyum:

Before the fire New Avenue's buildings, occupied by retired business men. Now they are devoted to retiring automobiles.

Brushing Up On Fashion

Manager: Mr. Ribboncounter, the firm would appreciate it if you would come to work clean shaven.

Mr. Ribboncounter: Yes, I know, sir. I'm sorry, but my wife had to wear my shaving brush as a trimming for her new hat this morning.

Coyotes—R. I. P. 'Em

The board of health today will begin to exterminate the coyotes in Sutter forest to ascertain where the animals are afflicted with the disease which resulted in the recent passage of the dog muzzling ordinance.—News Item.

You'll go to your grave dishonored. Unwept, but not unsung. In a typewriter key I'll requiem thee. Who died while yet so young.

(Maybe, in fact, you are not young—My requiem needed a rhyme for "sung")

They say that your sin put the muzzle On every dog in town. That's why we oughter submit you to slaughter.

And give you the martyr's crown. (I know that you don't deserve a crown. My requiem needed a rhyme for "town.")

NEWS FROM THE ABNORMAL SCHOOL

CHICO, APRIL 17.—Of all the clubs that have sprung up among the students of the Chico state normal school, the "Bachelors' club," recently organized by a number of normal boys, has attracted the most attention. Its most unique of all. Its purpose is a practical boycott of the fair sex. All its members are pledged not to indulge in the gentle art of "queening" in any of its forms from now until the end of the school year. The school for any violation of the solemn oath required of all members is a forfeiture of \$10 by the week.

The ratio of girls to boys at the normal is about six to one, and the boys claim that this is not equitable. It takes too much time from their studies.

To combat the action of the boys the girls have decided to wear their hair braided and down their backs, to eliminate "rat" bobbles and the ordinary features of attractive modern female attire. The school board is expected to take action at its next meeting.—News Item.

JUDGE ASKS:

"Would one call the turkey trot the poultry dancing?"

We have fowling names that for it.

"A Hint in Time Saves the Nine"

There were more vacant seats by far than there were filled ones today. The weather at the star line today was the same as it was yesterday. The weather was not so good. The weather was not so good. The weather was not so good.

Have a care here, too, Denny Long, though the Seals are climbing.

"CHAMPION SHOT AT SAN JOSE"

Don't get excited. He is just a champion shot. He is just a champion shot. He is just a champion shot.

MRS. HIRSCH testified that her husband, after his marriage took up his residence with her mother, and that he refused to leave the mother in law residence to establish a home of his own. She also said that her husband would sleep until noon.—Divorce Court Report.

The mother-in-law joke must have been a sleeper.

FEMININE DEPARTMENT

TAKE YOUR CHOICE.

What Shall We Do With Our Girls?

SACRAMENTO, April 17.—Bessie Delmer, 15 years old, a pupil at the Mary Watson grammar school, is a student of the law. She is a student of the law. She is a student of the law.

MRS. HIRSCH testified that her husband, after his marriage took up his residence with her mother, and that he refused to leave the mother in law residence to establish a home of his own. She also said that her husband would sleep until noon.—Divorce Court Report.

DAILY CITY, April 17.—The first woman justice of the peace in California has been chosen in Daly City. The first act of the newly elected justice was to appoint a clerk. She is a student of the law. She is a student of the law.

BOULOGNE-SUR-MER, France, April 17.—Miss Harriet Quimby, an American aviator, crossed the English channel from Dover Tuesday morning, landing at Hardelet, near here. Miss Quimby is the first woman to fly across the channel alone. Her flight occupied two hours.

ANSWERS TO CORRESPONDENTS

STREETS—T. B. City. What is a city street for? Why do you say "in" a street?

Answer: (1) The first purpose of a city street is as a storage place for building materials. When it is not in use as a lumber yard, brick kiln and cement warehouse, a street belongs to the first corporation that can come and tear it up. First come, first served. It is in violation of tradition for two corporations to work in one street at the same time. The first company places its gas pipes, then repairs the street. The next company will open up the street for telephone wires; then repair the street. Water and gas pipes will then be placed. Next electric light wires will be laid, eight different corporations tearing up and repairing the street successively for that purpose. Steam pipes are then placed under the surface.

After a street has been conducted by every corporation it may be used for traffic until it is needed again for the storage of building material, or some new corporation wants to lay fresh pipes or wires.

(2) The proposition "in" is used in relation to a street because the street is usually open and people fall in.