

SINGLE TAX MAYOR IN TOWN

I. D. TAYLOR OF VANCOUVER SAYS IT'S A SUCCESS.

It declares that British Columbia is keen for reciprocity and predicts a victory for Laurier's Party. How Henry George's Theory is Working.

I. D. Taylor, who was elected Mayor of Vancouver, B. C., on a platform that endorsed the single tax proposition and who is now serving his second term, is at the Holland House. He reported yesterday that Vancouver was prospering under the new tax law and that he was going to work for something somewhat similar for the whole province of British Columbia.

"The single tax law was put into effect last year during the first month of my first term," said Mayor Taylor yesterday. "The city has been gradually working in that direction since 1905. We first exempted from taxation 25 per cent. of the value of improvements and two years later 50 per cent., and so on, until when I took office we were taxing only 25 per cent. of improvements."

"Now we levy a tax simply on land values. The assessor makes a valuation every year and it so happens there has been a yearly increase in valuation so far. This year, for instance, valuations have increased 25 or 30 per cent. over last year. We are not carrying out Henry George's theory in its entirety. The difficulty would be that the people who do not understand Henry George would probably rise in rebellion.

"No, our tax rate has not gone up in consequence of the new law. It is only twenty-two mills on the dollar, which is low for a new city. The first year we took off the assessment of improvements entirely the rate remained the same as the preceding year.

"I may say without qualification that the law has worked out very successfully. It has had a tendency to encourage the owners of vacant property to build. In 1910 there were 50 per cent. more building permits issued than in 1903, and this year they will be fully 25 per cent. in excess of the number issued last year, judging by the rate at which they are now being taken out. These permits are for residences, office buildings, stores and warehouses.

"In arriving at the valuation of land we try to get as near as possible to the true selling price. Of that our valuation is only 85 per cent., a lot, for instance, that is valued at \$1,000 being taxed at \$850.

LIVE TOPICS ABOUT TOWN.

The Fifth Avenue stage line is preparing to put into use a new vehicle in which there will be no accommodation for passengers on top, but there will be a novel arrangement inside that may compensate for this disadvantage. There will be accommodations for thirty-one passengers and they will sit on small seats not running lengthwise, as the benches do at present, but crosswise. There will be space for two passengers in each seat.

There's a gusty corner downtown where in the middle of the street they have dug a trench four or five feet deep for repairing pipes. A whirling blow sweeps up a side street especially toward evening. Unsuspecting homegoers hurrying along reach the corner and suddenly have their hats lifted off, blown about in the air a bit and then wheeled along the pavement by the breeze unerringly into the pit. They stand at the pit's edge and gaze helplessly and mournfully at the hat at the bottom. But not for long. An agile newsway slips up, tumbling skillfully down into the pit, rescues the hat, climbs as skillfully out, hands over the hat to the pleased owner and looks expectant. He gets all the way from the pit to the street before the newsway recently earned \$1.15 in one afternoon.

One of the new hotels soon to open their doors will have all its servants' rooms on the second story, while the top stories will be devoted to the use of the guests. The servant quarters are so arranged that the windows will not open on the street, light and ventilation being provided by other means.

"In noisy New York," one of the managers of the new house said, "the upper stories have come to be the most desirable and are in greatest demand. So it seems a mistake to devote them any longer to the use of the servants. The rooms in this hotel will have the greatest amount of light, air and quiet will be accessible to the guests."

A man who stays out late at night armed himself with a regulation police whistle since the Sullivan law went into effect. He showed it to a friend in an uptown cafe the other night. The friend poked the idea that a cop would pay any attention to the sound of the whistle and when the street was gained without warning blew a blast. Before he could turn around a policeman was at his shoulder and in a minute another officer was on top of him, explaining to make the cops believe that they were not the victims of a practical joke.

The inmates of a church boarding house for girls near Long Island Sound were astonished one morning last week to find that a ten foot sign had been stretched across the front of their house in the night. The church home is run on hygienic principles, and much to the chagrin of the young men summering in the neighborhood it is the rule for the girls to retire at 10:30 o'clock. In recognition of that rule the sign read:

"Closed every evening at 10:30 by order of the Board of Health."

HEARD IN HOTEL CORRIDORS

TWO YOUTHS FINISH TRANS-CONTINENTAL AUTO TOUR.

Gariz Boys Motoring From Los Angeles Find No Cowpunchers and Few Wild Animals in Far West—Woman, Fearing Anarchists, Flees From Blister.

A. F. Gariz, Jr., and Richard C. Gariz, two youngsters who recently made a trip by automobile across the continent from Los Angeles to Boston, have arrived at the Wolcott. They are respectively 18 and 16 years old and are the sons of A. F. Gariz, a member of the Chicago Board of Education, who lives in California during the winter and has a summer home at Lake Geneva, Wis. On their way across to Chicago the Gariz boys were accompanied by Ralph Farmer of Los Angeles, but the remainder of the journey they made alone.

"We had no intention of coming all the way to the coast," said A. F. Gariz, Jr., yesterday. "Our idea was simply to come as far as Lake Geneva, to join our parents, and we only conceived that about four days before starting. From Los Angeles to Chicago we covered a total of 2,700 miles and from Chicago to Boston 1,200. Not counting the stop of several weeks in Lake Geneva, but counting other stops made on the route, our time was almost an even twenty-two days—seventeen days from Los Angeles to Chicago and five days for the rest of the journey.

"In the tonneau of the car we had two bags containing clothes, shovels, rope, jacks, tools and mudhooks. We started out by way of Little Lake, Cal., and Big Pine, Cal., and passed the third night in Goldfield, Nev. For 220 miles in Nevada we had to travel on a trail on gasoline or water, that being the road across the desert. Our worst trouble of the journey came on the night of the fifth day, on the way to Ocala, Mo. When we were on an alkali flat in which ruts a foot or two deep had been made in the mud by heavy wagons. We were in the middle of a valley between two mountain ranges and it was a matter of when we struck the mud I thought we could get through it, but we soon stuck fast, for the wheels would not catch on anything. We got out and wound rope around the tires and tried to get the car out. When we left Ocala the next day we had to climb 1,000 feet in a mile and three-tenths.

"In Wyoming we struck a washout and had to make a detour of fifty miles up hill and down around to cover a distance of less than a mile. This was between Evanston and Green River. We followed the river and it was very good, but it did not enlighten us fully on the location of irrigation ditches. Some farmer or other had built over a ditch he had dug a mile or so away. We were not even with the roadway. The result was that our front wheels got over it and we stuck with the rear wheels on the other bank.

"The highest day's run we made was 283 miles, from Belle Plaine, Ia., to Chicago, and the shortest, 69 miles, from Orange, Wyo., to Rock Springs. The only rainy day we had was in Nebraska. We had to pay as high as fifty cents a gallon in Nevada. On the trip to Chicago we used 261 gallons and it cost us \$67.

"The only wild animals we saw were a lot of coyotes in Wyoming, several prairie dogs and jack rabbits, and one antelope in Nevada. In the whole trip we did not see a single man of any account, so far from getting up against a lot of cowpunchers everywhere we did not so much as see a herd of cattle. We did see many flocks of sheep. We found that all the ranchmen in the territory were in a state of some sort of nervousness. The three of us used to take short turns of two hours at driving the car.

WANT TO SUCCEED BAILEY.

Texas Democrats Get Offers From Many Senate Aspirants.

ATKIN, Tex., Sept. 7.—Senator Bailey has refused to reconsider his determination not to be a candidate for re-election at the expiration of his term, March 3, 1913, and few doubt the sincerity of his announcement.

With Bailey's withdrawal assured attention centers on the candidates to succeed him. Neither former Governor T. M. Campbell nor Thomas H. Ball, chairman of the statewide Prohibition organization, has come out openly, but their candidacy is being boomed by friends.

Campbell is an anti-Bailey Prohibitionist, while Ball is a close friend of the junior Senator.

William B. Brady, chairman of the anti-Prohibition organization, is being mentioned as the anti-Bailey candidate. Congressman C. B. Randall to-day announced that he would soon open his campaign to succeed Mr. Bailey. Every party of the State is offering candidates. Congressman Albert S. Burleson of Austin, who has been urged to make the race but has refused to do so, is being mentioned.

"The retirement of Senator Bailey will eliminate an issue in the politics of our State that will allow us to select a Senator who will be a Democrat with stamina enough of the people without regard to availability.

"Ability and character and his views on great issues of concern to the American people will determine the selection of the man who is to succeed Mr. Bailey. I don't know who he will be, but I am willing to venture the prediction that he will be a Democrat with stamina enough to remain one after he goes to Washington."

NEWS OF PLAYS AND PLAYERS. Gertrude Elliott and George Arliss Back From England "The Kiss Waltz."

THE SILENT BARRIER. By Louis Tracy. Author of 'The Wings of the Morning' etc. Illustrations by J.V. McFall. Page Decorations by A.W. Parsons. Edward J. Clode PUBLISHER NEW YORK.

DOROTHY WHITNEY'S WEDDING

MARRIED TO WILLARD D. STRAIGHT IN GENEVA.

Daughter of William C. Whitney and Young Diplomat and Financier United Civil and Religious Ceremonies Auto Honeymoon—Going to China.

Special Cable Despatch to THE SUN. GENEVA, Sept. 7.—Miss Dorothy Payne Whitney was married here to-day to Willard D. Straight. The bride is the daughter of the late William C. Whitney of New York, Secretary of the Navy in the Cabinet of Grover Cleveland. Mr. Straight was formerly United States Consul-General at Mukden.

The civil ceremony was performed at the city hall at 10 o'clock this morning with only the witnesses present. All the party wore ordinary street dress. There was some delay because William Phillips, who was best man and is secretary of the United States Embassy to England, was compelled to search for the Mayor, who caused another delay by making a long address in French, to-day being an important local holiday.

The religious ceremony was performed at noon at the American church by the Rev. T. J. Jaggar of New York. Harry Payne Whitney gave the bride away. About twenty-five relatives and friends of the young couple were present, coming from London, Paris, Aix-les-Bains and Caix. The bridesmaids were Misses Olive Paget and Dorothy Paget, nieces of the bride and daughters of Almeric Paget, also Miss Beatrice Bishop, daughter of Cortland Field Bishop.

Among the guests were Mr. and Mrs. Harry Payne Whitney, Mr. and Mrs. Almeric Hugh Paget, Mrs. George H. Bend, Miss Beatrice Bend, Edwin Morgan, U. S. Minister to Portugal, Mr. and Mrs. Percival Dodge, Mr. and Mrs. Herman B. Duryea, Blair Fairchild and Mr. and Mrs. Cortland Field Bishop.

The Reason Why. A Novel by Elinor Glyn. The story of a woman who fell in love with her husband. At all Bookellers. Price \$1.50 net. D. APPLETON & COMPANY, Publishers, NEW YORK.

THE GROFF SCHOOL. 228 West 123d St., New York. Ideal and exceptional as a boarding and day school.

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The News and Reviews of Books will be printed in The Sun ON SATURDAY SEPTEMBER 9 and thereafter on Saturdays until further notice.

MOVEMENTS OF NAVAL VESSELS.

WASHINGTON, Sept. 7.—The battleship Missouri has sailed from Southern drill grounds for Philadelphia and the collier Sierra from Lambert's Point for Key West.

DEPARTMENTS.

Department of Commerce and Labor will leave Boston to-morrow on the light-house tender Mayflower or the light-house for an inspection trip of light-houses and steamboat inspection stations along the New England coast.

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