

CAKES AND MEATS OFF THE MENU

Officials at the Fair Put a Stop to the Dog-Eating Exhibitions of Ygorrotes

DECENCY WINS VICTORY

Exploitation of Disgusting Habits of Savages in the Filipino Village Barred

BY PAUL EDWARDS.

CALL BUREAU, PRESS BUILDING, WORLD'S FAIR, ST. LOUIS, Aug. 26.—Word has gone forth from the Philippine exhibit at the World's Fair that there will be no more dog eating by the Ygorrotes in the reservation. It is stated in this manifesto concerning these savages that the fair has educated them up to a standard where fox terrier spare ribs are no longer looked upon by them as respectable food; that the visit of Colonel Clarence L. Edwards, chief of insular affairs at Washington, on Philippine day had something to do with the abandonment of the nauseating practice and that the efforts of the St. Louis Humane Society were not a factor in the reform. Dr. W. P. Wilson, chairman of the Philippine Exposition Board, who is resident head of the exhibit, is not credited with doing anything toward putting a stop to a state of affairs that was reflecting unfavorably on the Government of the United States, the Insular Government and the World's Fair management.

If the intimation that Colonel Edwards put a stop to the practice and the widespread press agenting of the fact that the United States encouraged it among its benighted wards, he is late in acting. He has been here before when megaphones were rasping out the wonderful sight of the savage Ygorrotes eating dogs and printed invitations were being issued to dog feasts in the corral of those benighted people and he seemed satisfied and returned to Washington without any fear that the dog eaters were not attracting a full share of patronage.

SOCIETY MAKES PROTEST.

Dr. Wilson has been here through it all and even the protests of the St. Louis Humane Society, acting in the interests of decency, more than humanity, were unheeded. Many thousands of miles of water separated influential and refined Filipinos who might have made an effective objection from the World's Fair and intimate knowledge of how matters were being conducted at their exhibit.

If the Philippine board will, now that the savages have been given a secondary position, use some money in advertising the grand commercial display made at the reservation and draw business men and others that will aid in the prosperity of the archipelago if interested in its resources, it will accomplish much good. Few people have had their attention called to the wonderful woods and other rich products displayed in the thatched bamboo structures on the reservation.

This exhibit is a sight worth seeing. It is a fair in itself. Whoever secured the material, and Dr. Wilson probably had a large share in this work, deserves great credit. It is a comprehensive exposition of the resources of these islands wrested from Spain.

ATTENDANTS IMPUDENT.

The salary roll could be swelled to advantage by employing some well posted men to explain to visitors what they are looking at in the exhibit buildings. The savages in the corrals are thoroughly exploited, but there is no one on hand in the buildings to tell people about the woods, oils, hemp, copra and the hundreds of other things displayed there; only impudent watchmen to cry curtly "hands off" if some child happens to tap a piece of shining mahogany or black ebony to see how hard it is.

The money used in the advertising trip made by the Ygorrotes to President Roosevelt would have done something toward enlightening visitors to the buildings. President Roosevelt didn't seem overenthused at the effort to use him either. He evidently draws the race line somewhere. It was hoped to give a dog feast in front of the White House and have the Ygorrotes jump into the air after bones, but the President was busy.

That the Ygorrotes are intelligent and can learn better things is shown by their faces, their demeanor and the way they scramble after coins when they are thrown to them. They learn fast.

FAIR STILL ATTRACTIVE TO PEOPLE FROM WEST

Many Californians Visit the Exposition and Register at the Golden State Building.

ST. LOUIS, Aug. 26.—The following visitors from California have registered at the California building:

- San Francisco—R. C. Brooks, E. Nicholson, W. Chamberlain, Mrs. R. Altmyer, Mrs. D. F. Griser, J. A. Byrnes, A. Mason, Mrs. G. C. Noller, E. Reid and wife, J. A. Cressen, M. C. Cohen, H. Ray and wife, W. Stanton, H. B. Hudson, Mrs. W. E. Comstock, R. Huber, M. Kinsler, G. E. Lovell, Sacramento; E. Roth, J. Edwards, Gladys Johnson, G. W. Jones, A. A. Irwin, W. E. Hoy, D. J. Starbuck, J. E. A. Starbuck, F. R. Rogers, McMaster, Mrs. E. M. M. A. Cameron, M. Thompson, Dr. W. M. A. M. Nader, E. Johnson, G. Thornburg, R. Kitchell, O. F. Fuller, B. Gilbert, J. Thornburg, A. Lavis.

Those who bring to our office a want ad for Sunday will receive free a ONE-POUND CAN. See announcement on classified advertising page.

RACE MEET OF AUTOMOBILE CLUB AT DEL MONTE ATTRACTS A LARGE AND ENTHUSIASTIC CROWD

SAYS SHERIFF GAVE MOB AID

Georgia Militia Captain Blames His Failure to Rescue Negroes on Official Weapons Were Useless

Guardsman Believed Order to Load Guns Would Quell Riot Quicker Than Bullets

SAVANNAH, Ga., Aug. 26.—Dependence on the order "load guns" to quell a mob rather than on the efficiency of bullets to accomplish the same purpose was a reason given today by Captain Hitch of the Georgia National Guard for his failure to prevent the murder by burning at the stake of Will Cato and Paul Reed, negroes convicted of the murder of Henry Hodges and family. Militiamen also told the court of inquiry appointed by Governor Terrell that the Sheriff and his deputies aided the lynchers.

The two sergeants on duty at the cell of the negroes testified that the Sheriff told them to turn over the prisoners to the mob, as he had seen Captain Hitch and had been instructed by the captain to let the mob have the men.

Captain Hitch testified that the plans of the mob had been so carefully laid that not even a regiment of soldiers could successfully have resisted them. He told of having participated in riot duty and of having observed the moral effect upon a crowd of the command "load guns."

This command he had intended to give at the proper time, but just before that time, in his opinion, was reached, he was seized by a deputy sheriff and thrown downstairs to the mob, which promptly disarmed him. The soldiers, not having any loads in their rifles, were soon overcome and the mob completed its murderous work unmolested. He said he had no intimation of the purpose of the mob to seize and lynch the negroes as soon as they were convicted.

Captain Hitch and non-commissioned officers and privates testified to the collusion of the Sheriff and some of the deputies with the mob. Some of the soldiers swore that Sheriff Kendrick had himself opened the door of the guardroom and pointed out the prisoners to the mob, which was hard on his heels.

WAR INVOLVES THE RAILROADS

Fight Between Steel Trust and the Gould Corporation Takes an Interesting Turn

Special Dispatch to The Call.

NEW YORK, Aug. 26.—The announcement that the American Steel and Wire Company of the United States Steel Corporation will ship 500 carloads of wire products over the Union Pacific Railroad at a cut freight rate of 4 1/2 per cent to carry on a war against the Colorado Fuel and Iron Company means aggressive retaliatory movements at other points.

George J. Gould is at the head of the Colorado Fuel and Iron Company. As soon as the invasion of that company's territory by the United States Steel Corporation was made possible by the Union Pacific's cutting of freight rates from Chicago to Colorado the Gould lines came to the rescue of the Colorado Fuel and Iron Company by announcing that they would make corresponding reductions in rates from Pueblo and other Colorado points to Missouri River points.

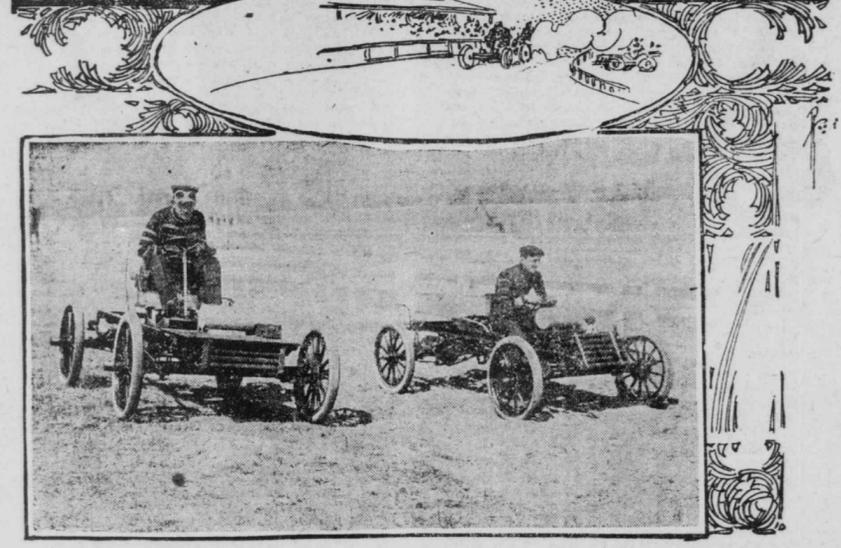
The Union Pacific and other Harriman lines joined in the crusade of the United States Steel Corporation against the Colorado Fuel and Iron Company, because that company, being controlled by the Gould interests, naturally gave all its competitive business to the Gould railroads. So far the fight is confined to the Joliet plant of the American Steel and Wire Company and the Colorado Fuel and Iron Company's plant at Pueblo, but this fight involves all the railroads from Chicago to Ogden. If the other plants of the steel trust become involved the other railroads will too.

Death Follows a Fall. While working on the front of a building at 11 Sixth street yesterday Richard Nicholson fell from the ladder on which he had been standing. His body struck the concrete pavement forty feet below and several of his ribs were crushed. He was taken to the Central Emergency Hospital, where he died at 9 p. m.

FREE. FREE. It Gives Strength to the Weak—Maintains the Strength of the Strong.

D. GHIRARDELLI'S GROUND CHOCOLATE AND BREAKFAST COCOA. FREE TO WANT AD PATRONS OF THE CALL.

Those who bring to our office a want ad for Sunday will receive free a ONE-POUND CAN. See announcement on classified advertising page.



MEMBERS OF THE SMART SET GATHERED ON THE TRACK AT DEL MONTE, WHERE A RACE MEET IS BEING HELD BY THE AUTOMOBILE CLUB OF CALIFORNIA, AND ARTHUR C. HULL AND T. SCHNEER IN THEIR MACHINES, WAITING TO ENTER ONE OF THE EXCITING CONTESTS.

Clever Operators Win Merited Applause.

DEL MONTE, Aug. 26.—The first day of the race meet of the Automobile Club of California, held on the Del Monte track, passed off most successfully. A large and fashionable assemblage witnessed the events, which were run without mishap of any kind. The day was warm and bright and the spectators were enthusiastic.

The first pursuit race was without much interest, as the spectators did not quite understand it, but the second one excited much closer and more intelligent attention. The non-appearance of Frank A. Garbutt's racing car in the third race caused disappointment, the clutch not working properly. This clever operator, however, appeared in the first heat for the Del Monte cup, but was beaten after a most exciting contest by a Pope-Toledo car. Two of the eight races run off during the day took place in the morning. The other six events, several of which required two preliminary heats and a final heat, began at 2 o'clock in the afternoon. The track was in fine condition and fast time was made.

The fastest mile of the day was made by a Pope-Toledo in the second heat for the Del Monte cup, George P. Fuller, owner and operator, covering the distance in 1:03 3/4. The final heat for the Del Monte cup will take place to-morrow morning at 10 o'clock between a Pope-Toledo car, driven by F. J. Swentzel, and a car of the same make operated by George P. Fuller.

DETAILS OF THE RACES. The details of to-day's races follow: First race, five miles, for gasoline runabouts and light touring cars, 10 1/2 horsepower or less, road cars, without restriction as to gearing or stripping. First heat, two Cadillacs and an Oldsmobile; won by Arthur Chull's Cadillac in 7:49.

Second heat, a Cadillac and two Ford cars; won by Clarence H. Letcher in a Cadillac in 7:34 1/2.

Final heat between a Cadillac driven by Arthur Chull and a Cadillac operated by Clarence H. Letcher; won by Clarence H. Letcher in 7:24. Winner's fastest mile was 1:07 4/5.

Second race, five miles, for gasoline light touring cars, road cars costing \$500 or less; in touring condition, but without restriction as to gearing. Two Ramlers and a Cadillac competed, the winner being Henry Cousin's Rambler, operated by owner, in 8:15 1/2.

Third race, open for cars costing from \$2000 to \$4000, both inclusive, no restrictions as to gearing or stripping; five miles. In the first heat a White steamer, a Pope-Toledo and a Pierce Arrow competed, the winner being a White car, operated by H. D. Ryus, in 5:51.

In the second heat a Pope-Toledo, operated by George P. Fuller, won from a Pope-Toledo driven by F. J. Swentzel; time 5:30 1/2.

In the final heat the White car operated by H. D. Ryus won from George P. Fuller's Pope-Toledo; time 5:25 1/2. The fastest mile of winner, the third, in 1:04.

GASOLINE CARS CONTEST. Fourth race, for gasoline cars, 10 to 16 horsepower, both inclusive, road cars, no restriction as to gearing or stripping; five miles.

In the first heat four cars competed, a Rambler owned and operated by E. S. Logan, dropping out in the first mile, and a Rambler operated by W. K. Cowan, retiring in the last mile. Won by a Cadillac operated by J. Schner; time 8:17 1/2.

In the second heat the competitors were a Cadillac and a Rambler. The Cadillac, operated by C. H. Letcher, won. Time, 7:39 1/2.

In the final heat the two Cadillacs raced side by side for the whole distance, the car operated by J. Schner just beating the one driven by Clarence H. Letcher by a length at the finish. Time, 7:14 1/2.

The fastest mile was made by a Rambler in one of the preliminary heats. The fastest mile of the winning Cadillac was covered in 1:26.

Fifth race—Open event for cars costing \$1200 to \$2550, both inclusive; road cars; no restrictions as to gearing or stripping; five miles. The competitors were a White, a Thomas flyer, a Rambler, operated by W. K. Cowan, and a Rambler driven by W. E. Saunders. The White steamer took the lead, but lost it, the winner being F. A. Jacobs' Rambler, operated by W. E. Saunders. Time, 6:15 1/2. L. P. Lowe's White, driven by Walter Grothe, was second. The fastest mile was the winner's second, in 1:12 1/2.

Sixth race—Pursuit for gasoline cars costing \$1000 or less; road cars; no restrictions as to gearing or stripping. The competitors were Cadillacs, operated by J. Schner, Clarence H. Letcher and Arthur C. Hull. They were started one-quarter of a mile apart, a car dropping out as soon as it was passed. Clarence H. Letcher won, the time required to catch and pass his competitors being 13:05.

FREE FOR ALL RACE. Seventh race—Pursuit; open for cars costing \$1000 to \$2550, both inclusive; road cars; no restrictions as to gearing or stripping. The competitors were a White, a Thomas flyer and three Ramlers. For several minutes the White, operated by W. E. Saunders, and the White, operated by Walter Grothe, remained half a mile apart. At first the White gained considerably, but in the sixteenth mile the steam gave out and the Rambler quickly passed and won, in 13 minutes.

Eighth race—Free-for-all; no restrictions as to car, gearing or stripping; five miles; for the Del Monte cup. The competitors in the first heat were F. A. Garbutt, in a Stewart-Garbutt car; F. J. Swentzel, in a Pope-Toledo car; H. M. Chambers, in a Pierce-Arrow, and Selby Hewson, in a Franklin-Comet. The Pope-Toledo beat the Stewart-Garbutt by several lengths. Time, 5:38 1/2; fastest miles in 1:06 1/4. The second heat was between a White steamer, operated by H. D. Ryus, and a Pope-Toledo, owned and operated by George P. Fuller. The winner was the Pope-Toledo. Time, 5:24 1/2; fastest mile, 1:03 1/2. Final heat to-morrow at 10 a. m.

Raisin Case to Jury. The case of the United States Consolidated Seeded Raisin Company vs. Griffin & Skeley Company was submitted to the jury yesterday afternoon in the United States Circuit Court. The suit was based upon an alleged violation of contract for a license to use a raisin seeding machine. This was the second trial of the case, the jury having given a verdict for the defendant on the first, and the verdict was reversed by the United States Circuit Court of Appeals.

Captain Healy Ill. Captain Michael A. Healy is seriously ill with heart trouble at his rooms in the Occidental Hotel and but little hope is entertained for his recovery. Captain Healy is one of the best known navigators on the Pacific Coast and was for many years in the revenue cutter service. His wife and his son, Fred, are the only persons permitted to see him. Late last night it was reported that his condition was very low and the end is hourly expected.

Members of Smart Set Turn Out in Force.

By Sally Sharp.

HOTEL DEL MONTE, Aug. 26.—The annual rodeo of the smart set at Del Monte opened to-day with a zip. The dispenser of weather did the right thing and the race track looked like a segment of Saratoga. If there's a mobilist left in San Francisco let him admit it—he'll surely lose caste. Socially all the "ins" are here, likewise those who merely get a "look-in"; also the "outs," and the "outs" are paying cheerfully for the privilege of staring at the "ins" and rubbing elbows with them. Style? Yes, there are some stunning women here. There's Mrs. R. P. Schwerin, the Taylors, Miss Grace Spreckels, Miss Ethel Hager, Miss Pearl Landers and a few others. But I have never seen such an aggregation of fat women—and so many thin men—for which, of course, there must be some economic or physical reason. But Gibson has told that story with his pencil.

To-day the dining-room doors were announced to open at 1:30, but by 1:15 every maid and matron on the "assembly" invitation list was lined up at the barricade that barred them from their luncheon, elbowing her pretty way "up close." I have seen dining-room doors rushed before—but they were over on the Potrero.

When the doors finally yielded the fair influx looked like the Rosebud settlement rush. Among those who are now within sight on the hotel veranda to-night are: Ned Greenway, round as Billy Bounce and just as happy; R. P. Schwerin, Andrew Carrigan, Mr. and Mrs. G. A. Pope, Mr. and Mrs. L. P. Lowe, Mr. and Mrs. Robert Oxnard, John D. Spreckels, Mr. and Mrs. F. W. McNear, Mr. and Mrs. Robert L. Coleman, H. R. Simpkins, Gerald Rathbone, Mrs. Charles Baker, Mrs. George Andrews, Mr. and Mrs. Henry Derham, Mrs. C. B. Stone, Mrs. G. L. King, Fred W. Gregory, J. W. Griffith and wife, Mrs. Hayworth, Mrs. Chauncey Winslow, Mr. and Mrs. M. Fisher, C. C. Moore and wife, E. W. Hopkins, Sam Hopkins, Sherwood Hopkins and wife, Mr. and Mrs. George A. Newhall, Mr. and Mrs. Byron Jackson, Mr. and Mrs. A. B. Hepburn, Mr. and Mrs. Sam Knight, Mr. and Mrs. Sam Buckbee, Mr. and Mrs. James L. Flood, Mrs. Eyre, Dr. and Mrs. Freeman, Dr. Meredith Freeman, Mr. and Mrs. Eugene Murphy, Mr. and Mrs. L. D. Scott, From Burlingame—John I. Sakin and wife, Mr. and Mrs. G. S. Barry, Mr. and Mrs. Fred Dodd, E. J. Tobin, Mrs. E. R. Dimond, Miss Claybrough, Dr. and Mrs. J. N. Hall, Herbert Curtis Brown, E. C. Anthony.

Saturday will be the star day of the meet, with a dance at the day's end.

Members of Smart Set Turn Out in Force.

CREDITORS ADD TO THE SUITS

Network of Litigation Involves Former Treasurer of Catholic University

PROPERTY IS ATTACHED

Two Washington City Banks and a Number of Maryland Citizens File Actions

WASHINGTON, Aug. 26.—Further legal action against Thomas E. Waggamann, treasurer of the Catholic University, against whom bankruptcy proceedings were instituted to prevent his making the university a preferred creditor, was taken to-day when a number of citizens of Maryland filed suits asking for the appointment of a receiver.

The complainants allege that they at various times placed in Waggamann's hands certain money for investment and received in return notes which caused him to become, as to each of the complainants, a trustee, and that he was bound to hold the notes for the benefit of the complainants. Believing that Waggamann was insolvent, the petitioners asked the court to remove him as trustee and to appoint a receiver to take charge of the notes with the title deeds and other securities relating thereto.

The Columbia National Bank entered suit against T. E. Waggamann and J. L. Waggamann, his son, now living in California, on a demand note for \$10,700 held by the bank, and the National Capitol Bank brought suit against John L. Waggamann for \$20,000, represented by two notes of \$10,000 and \$2000.

Attorneys representing the two banks proceeded to levy attachments on the property of J. L. Waggamann in the District. Marshall Palmer took possession of the Hotel Lincoln and other property. This action is taken under a section of the code which allows an attachment before judgment in a suit against a non-resident defendant.

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ADVERTISEMENTS.

THE INCOMPARABLE WHITE STEAM TOURING CAR

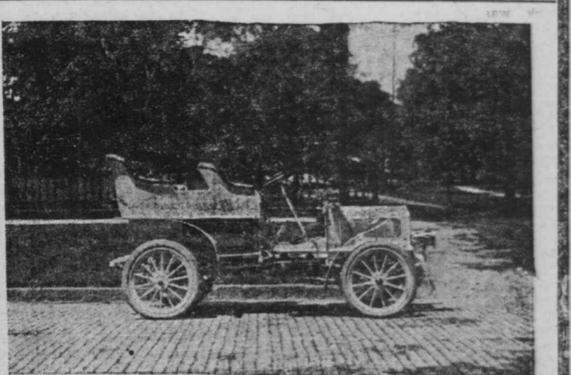
Makes Another Coast Record at Del Monte Yesterday.

This remarkable car, driven by H. D. Ryus, won the third race at Del Monte yesterday, the open event for road cars costing from two to four thousand dollars, defeating four 4-cylinder gasoline cars, each costing practically twice its price and claiming double its horsepower.

5 miles in 5:25. Best mile in 1:04. A new Coast record.

This was the great scratch race of the day. Five White cars made the entire Endurance Run from New York to Pittsburg just completed. No other make of car made it with more than one machine. Five more White cars joined the White squadron at Cleveland and all ten finished at St. Louis. The White car also made the best showing in the arduous run-in-the-rain Endurance Contest last year from New York to Pittsburg.

The White is the best value for the money on the market, and it is the most prominent car wherever you may go.



The 1905 White 15 Horsepower, Price F. O. B. Factory \$2500. Price for canopy top and other extras will be quoted upon application.

Large, roomy tonneau. King of the Belgians type, luxuriously upholstered and appointed. A hill-climbing gear enables increased torque of axle and speed for long, heavy grades. Hand water pumping eliminated. Wheel base, 92 inches; tread, 56 inches; front springs, 40 inches; rear springs, 44 inches; wheels, artillery; tires, rear 34x4; front, 32x3 1/2; fuel, gasoline. Tank capacity, fuel, 15 gallons; water, 15 gallons; mileage on one filling of tanks, 150. Weight, 2000 pounds. No noise, no vibration. Ideal simplicity, less machinery, less repairs, greatest comfort, best satisfaction; regardless of price the best Automobile. We will appreciate an opportunity to explain in detail and prove our claims. 1905 printed matter now ready. Deliveries can be made in September upon immediate orders.

WRITE OR CALL UPON WHITE SEWING MACHINE CO. Pacific Coast Offices, 300 Post St. WHITE GARAGE, the Best Equipped on the Coast, Market and Franklin Sts., S. F.