

GOVERNOR'S STATE EXHIBIT

Delighted With California's Display and So Is the Delegation

Party Leaves for Home Today by Way of Tacoma and Portland

By PAUL SINSHEIMER

[Special Dispatch to The Call]

SEATTLE, June 17.—Governor Gillett stamped his full approval today upon the California exhibit at the Seattle fair. He spoke enthusiastically of the display and pronounced it the best and most satisfactory that the state had made at any exposition.

This was the last day at the big show for the excursionists from San Francisco and they made the most of every moment. The festivities began with a trip on the sound to Bremerton in the morning; there was a reception at the California building this afternoon in honor of the governor and tonight the California people resident in Seattle received the visitors at the Butler hotel annex.

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Refus Jennings marshaled his army of boosters early this morning and with Governor Gillett at the head of the parade marched to Colman dock, where they boarded the steamer Hyak for a run down the sound. Over smooth waters the vessel skimmed between beautifully wooded hills to the navy yard.

With the governor's flag flying at the masthead and 100 Californians cheering for the navy, the boat drew alongside the government docks. Answering shouts came from the thousands of bluejackets ranged along the wharves; the warship's marine band joined in the welcome.

Governor Gillett, Colonel Perrine, former Governor McGraw of Washington and Rufus Jennings called upon Admiral Rogers, the commandant, while the other members of the party visited the war vessels.

The armored cruisers Tennessee, Washington, Colorado and Pennsylvania were lying at the wharves and their officers kept open house for the Californians. The object of chief interest, however, was the old battleship Oregon, which lay near by, partly dismantled and streaked with rust.

Upon returning to Seattle the San Franciscans proceeded to the California building, where a reception was held in honor of Governor Gillett. It was the gala event of the week. In the art gallery Governor Gillett stood with the receiving party and shook hands with the hundreds of Californians who had come to greet him.

With the governor stood his two daughters, President Childers of the exposition and Mrs. Chittenden, Director General and Mrs. Nadeau, Commissioner and Mrs. Filcher, Commissioner and Mrs. Wiggins, Miss Wiggins, Miss Eva Withrow and Miss Bertha Carothers.

An orchestra played during the afternoon and long tables were spread with refreshments. The reception continued until late in the day. Then the governor carefully inspected the California display.

It is the best exhibition that California has ever made, said the governor, and I am highly pleased with it. It is well arranged, the articles on display have been selected with excellent judgment and have been placed to the best advantage. It is a display of which the state may well be proud.

After the reception the governor was the guest of Commissioners Filcher and Wiggins, and he complimented them highly on what they had done.

In the evening the people of Seattle escorted the Californians at the Butler Annex. In the receiving party were Mr. and Mrs. Carlton Butler, formerly of California; Mrs. Carlton Gilbert, Mrs. Henry Schmitt and Miss Bertha Carothers.

Portland has made elaborate preparations to entertain the San Franciscans tomorrow. There will be a ride through the city and a banquet in the evening. The chamber of commerce of Seattle has prepared a special pamphlet for the occasion containing many quips pertinent to the event.

Gold From Alaska SEATTLE, June 17.—The Alaska building at the exposition will open its gold exhibit tomorrow with a display of \$400,000 of dust, nuggets and bars.

ACTRESS ROBBED OF RICH JEWELS BY NEGRO MAID Girl Is Arrested Wearing Valuable Gems

NEW YORK, June 17.—That Miss Grace Van Studdford, the actress, had been robbed of \$2,500 worth of jewels and clothes, became known last night, when Melissa Brown, the 17 year old daughter of the colored janitor at the house where Miss Van Studdford lives, was arrested at a ferry terminal.

Lowest Rates East If you want best route east or to Europe, or to write giving full particulars. Special excursions, R. K. Gordon, 874 Market street.

FACTS IN GEARY

Answers Spurious Figures, as to Cost and Income, of Turncoat Journal

Municipal Road City's Only Way of Escape From Railroad Bondage

By WALTER MACARTHUR

[Special Dispatch to The Call]

It is said that the proposed issue of \$1,950,000 will increase the burden of taxation. In fact, the Geary street railroad will in the future, as at present, be a money making business.

But supposing that we figure ultra conservatively, and say that the road's business will only increase by half, then the annual receipts will be \$360,000. It is estimated that with the extension of the road, which now stops at Fifth avenue, to the Sutrato baths, ocean beach and Cliff house, thereby serving the new residential territory in the outer Richmond district, as well as competing for the immense amount of pleasure travel (those desiring to reach the baths) which will take care of the receipts will be doubled; if that be correct, the annual receipts would be \$720,000.

It is estimated by railmen throughout the country and the consensus of opinion seems to be that the operating expenses of the conduit system will be 50 per cent, but suppose that we are again conservative, and say that the operating expenses will be 50 per cent, that means that the road will be operated on a \$360,000 basis for \$180,000, leaving \$180,000 with which to take care of interest and redemption. The bonds for 30 years, making it necessary to provide \$65,000 yearly for redemption; at 4 1/2 per cent interest the charge will be the first year, which will be the highest, \$2,750; a total of \$153,750 for interest and redemption, which, subtracted from the \$180,000, leaves \$27,250 annual profit, which can be used to make extensions and additions to the road.

WATER SUPPLY BUGABOO Again, it is said that the issuance of the Geary street railroad bonds will endanger the power to acquire a water supply. A sufficient answer to this is that all the bonds proposed now before the people be carried there will still remain a bonding capacity of over \$40,000,000. This estimate, based upon the most careful calculation, takes no account of the fact that the bonding capacity of the city constantly increases; first, by the increase in the value of taxable property, and, secondly, by the redemption of bonds already issued.

The water question, considered by the water commission, is fully safeguarded under the proposed bonds; but that question, considered as an objection to the issuance of bonds for the Geary street railroad, is a bugaboo, and nothing more.

As to the economic phase of the opposition, the main contention is that the Geary street road, under municipal ownership, will not have transfer privileges with the other lines. That privilege does not now exist, yet the road is a paying business and may therefore be presumed to render useful service.

The situation under municipal ownership will be at least no worse than it is now, while the reasonable probability of a paying business may be greatly improved. The attitude of the United Railroads in this matter is one of contempt for public convenience, in which it is encouraged by the hope that it may secure further privileges from the people. That hope dispelled, the company will probably be more reasonable. At any rate, ways may be found to induce the company, if only in self-interest, to play fair with the city in the past and also in other matters.

ABOUT "WATERED STOCK" With reference to the considerations involved in the watered stock of the company, we are told that "is no consequence of the slightest consequence to the people of the city. It (the company) can only charge a 5 cent fare. It will charge that anyhow." That is quite true in fact, but quite false in inference. The company can not raise fares to pay dividends on watered stock amounting to four times the value of its property, but it can and does reduce the fare to 5 cents.

The corruptive influence of public service corporations under municipal government is a matter of common knowledge to the people of the city. It is significant that this fact has recently been acknowledged by the most prominent newspaper opponent of the Geary street railroad bond issue.

The newspaper in question originally favored the bond issue for the reason, among others, that public ownership would lessen the dangers of public corruption.

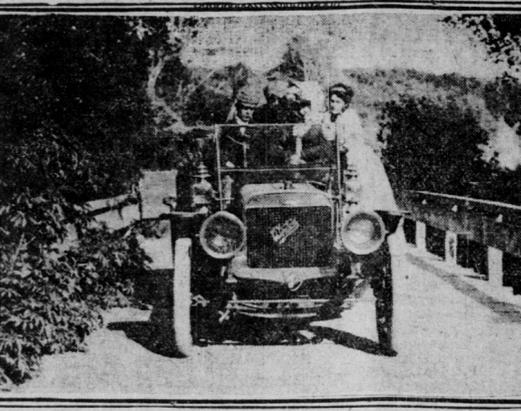
The paper now assumes the opposite attitude, basing its opposition upon the ground that "there is ordinarily no temptation for a street railroad company to corrupt public servants," followed by a statement that "have by charter provisions made it impossible for any serious injury to come to the public by the corruption of public servants by street railroad companies!"

This, it must be admitted, is a rather remarkable statement in view of the recent happenings in the relations between the street railroad companies and the public servants of San Francisco.

SHOULD CAST OFF YOKE The fact that the Geary street road is one of the few roads not already monopolized by the "United Railroads company" is the best possible reason why it ought to be retained by the city. San Francisco is today in a position of practical servitude to the public service corporations. She ought not to increase the power of these corporations to trade upon her necessities. To do so would be fatal to the welfare of the people.

Public ownership of public utilities is not an experiment; it is the rule in many of the greatest cities of the world. It is to be hoped that the people will not be deceived by specious appeals to the "most sensitive organ of the human anatomy," the pocket, to sectional prejudices and to the sense of their own helplessness in the hands of monopolists. Let us take courage, step forward in the ranks of the world's great cities and declare our confidence in ourselves, thus commanding the respect of our fellow citizens, serving the public interests and establishing a new regime, the rule of public spirit and public control in San Francisco affairs.

Family Parties In Motor Club Program



George Arbuckle, expert of the Winton factory, enjoying the California roads with a party of friends.

BLOW IS LAWYER'S PLEADS FOR FREE REPLY TO "LIAR" PULP AND PAPER

Southern Pacific Lawyer Fells City Attorney of Mayfield in Courtroom

[Special Dispatch to The Call]

SAN JOSE, June 17.—"You're a liar," quietly remarked City Attorney William A. Beasley this morning shortly after adjournment of the Stoldt suit against the Southern Pacific company for \$100,000 damages, and then, propped by all the force behind the sneaky list of Attorney Louis Oneal, the Southern Pacific company's special prosecutor, Beasley went spinning over the reporters' table in front of the stand.

Oneal immediately pounced upon Beasley's prostrate form and seized him by the throat. Had not several of the spectators and jurymen rushed to the assistance of Beasley, things might have gone hard with him. As it was, the city attorney of Mayfield wore the marks of Oneal's fingers on his throat all the afternoon.

The encounter took place in the courtroom immediately after adjournment for lunch. The two attorneys, Oneal, who is leading the railroad crowd in the defense, and Beasley, who is associated with Attorney Roche of San Francisco in the prosecution, stepped aside and were quietly discussing the merits of the case. The combatants are unwilling to talk, but Oneal was heard to say, "Well, you would have done the same thing yourself. You're a liar." Beasley calmly and dispassionately. He did not get his guard up soon enough and received the full force of a full arm swing on his left cheek. Several physicians, who were in attendance at the case, proffered their assistance to Beasley, who still lay across the table as if in a stupor.

In spite of the fact that he was wearing spectacles at the time Beasley escaped injury. The testing business and many the escaped injury. The testing business and many the escaped injury.

The schedules relating to lithographic papers, calendars, cigar bands and such products were adopted.

Will Postpone Discussion When the income tax comes up in the senate tomorrow, Senator Aldrich, chairman of the finance committee, will again move that action be deferred until after schedules in the tariff bill shall have been completed.

This motion will carry with it President Taft's program for the enactment of a law taxing net earnings of corporations and the adoption of a resolution submitting the question of amending the constitution so as to permit congress to levy and collect a tax on income without regard to apportionment among the states.

At a caucus of the democratic senators today it was decided that the minority shall stand by their previous declaration in favor of the enactment of an income tax law at the present session.

Attorney General Wickersham presented to Senator Aldrich last night the draft of the amendment which President Taft desires to have adopted. This was submitted to the republican members of the finance committee, but no action was taken regarding it.

After a wrangle of nearly an hour the democrats in the house failed to obtain the passage of a resolution calling upon the state departments for reports of foreign wages and cost of production in foreign countries, except Germany.

Representative Hull of Tennessee, author of the resolution, made the point of no quorum. The house then adjourned after a roll call until Monday.

The president's special message on corporations and income taxes was read.

Direct Income Tax That "congress shall have power to lay and collect direct taxes upon income without apportionment among the several states according to population," is the subject of an amendment to the constitution proposed in a resolution submitted to the senate today by Senator Brown.

The resolution provides for the submission of the question to the legislatures of the several states for their approval as suggested by the president. It will be referred to the committee on finance.

Duty on Petroleum The senate committee on finance will not present an amendment placing a duty on petroleum, but such an amendment will be offered by Senator Penrose, a member of the committee, on the floor of the senate.

Monsignor Kennedy is Praised by the Pontiff Head of American College Congratulated by the Pope

ROME, June 17.—Monsignor Kennedy, rector of the American college in Rome, was received in private audience by the pope today and heartily congratulated upon the success of the golden jubilee of the college.

PLEASURE RINOTS MOTORISTS PLAN

Members of the San Francisco Motor Club to Rendezvous at Paraiso Springs

Will Be Entertained with a Barbecue on Sunday Morning

By R. R. L'HOMMEDIEU

Members of the San Francisco motor club will rendezvous tomorrow night at Paraiso Springs. This is a regular club run called some weeks ago, and takes the nature of a pleasure outing instead of a contest of any kind.

Fernando Nelson, president of the club, will leave Saturday morning at 3 o'clock. He has found that this is the most pleasant time of the day to travel down through the Salinas valley. He says the run should be made in between five and five and a half hours, easy going.

The route lies through San Jose, Grover, over the San Juan or over the Dumbarton cut-off to the Salinas valley, thence on down through Salinas valley to Soledad, when the route leads westward to the springs.

Fernando Nelson yesterday received an invitation to act as one of the three judges in the big road race at Del Monte, to be held on Angeles July 10. Nelson will accept the invitation and will leave the evening of the 8th for the south.

The following motor car parties went to Del Monte last week: Mr. and Mrs. H. D. Lombard and Mrs. B. Lombard Jr., a Stoddard, Dayton, A. Lachman went in a Stearns and on his motor car home at Mission San Jose was accompanied by Henry Lachman, Mrs. H. S. Lachman and Mrs. T. B. Lousison. Mr. and Mrs. P. B. Stewart in a Buick.

Mrs. Theodore Irwin, Miss Hanni Irwin, Miss Nannah Taylor and Miss Ida King. J. W. Leavitt and Mrs. Leavitt, in a Stoddard-Dayton. Mr. and Mrs. J. H. Bealy of Los Angeles, in a Locomobile.

Mr. and Mrs. A. H. Bealy of Los Angeles at Del Monte were joined by Mr. and Mrs. H. Jeone and Master John Hyde Bealy, who had come up from the south by train.

Mr. and Mrs. E. G. Pluke of Eureka and Mr. and Mrs. D. C. Boie of San Francisco, in a Stoddard-Dayton. Mr. and Mrs. J. C. Copley of Aurora, Ill., joined Mr. and Mrs. G. Holterhoff Jr. of Los Angeles and Mrs. E. G. Maccaluso, who are motoring in a Peerless.

Mr. and Mrs. Clinton L. Walker and Master Brooks Walker of Piedmont, accompanied by Miss Helen Walker, George Harrison of Minneapolis, in a White Stearns.

Mr. and Mrs. P. H. Robert of San Mateo, J. Martin Haenke of Acot Valley, Melbourne, and Walter E. Pinkham, in Mr. Robert's Stoddard. Mr. and Mrs. H. W. Force of San Francisco and J. M. Grossmith of Oakland, in a White Stearns.

Mr. and Mrs. L. C. Hammond and Mr. and Mrs. H. S. Bates of San Francisco, in Mr. Hammond's new Logster. Mr. and Mrs. W. R. Hayes and Mrs. Hayes and Mrs. Weber of Oakland, in a Peerless limousine.

Mr. W. W. Fisher, Miss Belcher, Miss Scott and Robert Belcher, in a Thomas.

The following letter has been received by the Pioneer automobile company from J. Manly of Ridgewood, Cal.: "I drove up here from Oakland. Haven't had any trouble at all. My car is very wonderful car and no ill is too steep but what the car just eats it up. I spoke. I drove over the hills some and a party of millmen wanted to go to Scotia. Humboldt had other things to do. I said, 'Well, they asked me if I could take them over as soon as possible. I told them 'yes, right after dinner.' So they had dinner and then they started themselves comfortable in the Thomas and started for the lumber district. We had no trouble at all, and as we were passing a mile or two west of Scotia, I saw a party of millmen waiting to go to Scotia. Humboldt had other things to do. I said, 'Well, they asked me if I could take them over as soon as possible. I told them 'yes, right after dinner.' So they had dinner and then they started themselves comfortable in the Thomas and started for the lumber district. 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