

ZUEBLIN SCORES STREET RAILWAY MONOPOLY HERE

Noted Civic Economist Says United Railroads Are a Disgrace to City

Advocates Building Up of Rival City System, Starting With Geary Road

Believes Hetch Hetchy Water Project Only Guarantee of Unfailing Supply

THE people here want to get rid of the influence of the United Railroads. But few people know what a good street railway system is. I don't see any evidence in San Francisco of even the beginning of a good street railway transportation system.

Thus spoke Prof. Charles Zueblin, formerly professor of sociology at the University of Chicago, an authority on American municipal affairs and the author of two works on that subject, "American Municipal Progress" and "A Decade of Civic Development."

Professor Zueblin, who now lives in Boston, has been lecturing in the west and departs today for Portland, Ore. At the St. Francis hotel last night he gave an extended interview to The Call, touching particularly on his impressions of San Francisco municipal conditions and discussing also his interesting and novel views on the marriage relation and the status of woman during the period of child rearing.

But it was to the San Francisco transportation system and the Hetch Hetchy water problem that Professor Zueblin devoted himself most earnestly during the interview.

"A city should own all of its public utilities," he declared. "We can not have well governed cities while there are franchises granted.

"Here you want a water supply," he said, "for reasons of health, and a municipally owned transportation system for moral reasons—so that there will be no more temptation for corporations illegally to secure franchises. In all this Hetch Hetchy water controversy you seem to be overlooking a vital question—the lake which the city would build in the Hetch Hetchy valley would be a thing of beauty. That point should be urged.

Deplores Water System It is a great calamity that you did not have a good water system at the time of the disaster."

After expressing his drastic views on the United Railroads, Professor Zueblin discussed the Geary street railroad as a municipally owned line, showing himself to be extremely familiar with all the aspects of the case.

"One of the chief values it would be to the city to operate that line," he said, "is that it could be used as a club over the United Railroads. Ideally you should not have the Geary street line operated as a municipal road while the Sutter street line, paralleling it, is privately controlled. The best way to do would be to get all the lines for the city, but that can not be done.

"What I don't understand is the ability of the United Railroads to hold the Sutter street company tracks in Market street to the ferry as a separate road. The Sutter street line belongs to the United Railroads and that should be all there was to the question. I don't see how a technicality such as has been raised should hold. Something should be done. When the Geary street line is in operation it should have feeders crossing the city from north to south so that a system could be built up.

"San Francisco's only handicap has been poor transportation facilities. It has been choked by poor service. Your ferry system is a wonderful thing—bringing, as it does, boats from all directions into one depot; but it is absurd to have a poor railroad depot off in another corner of the city."

Views on Marriage Some years ago Professor Zueblin, then at the University of Chicago, started a considerable controversy by his views on marriage. He elucidated those views last evening. He said, briefly, that he believed that the marriage state could be elevated by the economic independence of woman, sex education of children, improved opportunities for young people to meet and become acquainted an dthe public six months before marriage, the latter precaution to insure better acquaintance between the betrothed couple.

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TELEPHONE KEARNY 86 TUESDAY, SEPTEMBER 28, 1909

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TAFT DESCENDS 1,200 FEET IN FAMOUS MINE

Watches Men Working With Giant Drill on Copper Vein Far Beneath Surface

Leaves Montana for Spokane, Where Address on Conservation Will Be Made

HELENA, Mont., Sept. 27.—Attired in a linen duster, an old black slouch hat and swinging an electric lantern at his side, President Taft was locked in a narrow iron cage and dropped 1,200 feet through midnight blackness into the depths of the famous Old Leonard copper mine at Butte today and had the rare experience of seeing miners at work with a giant drill in a vein of high grade ore that sparkled green with its wealth of mineral. When he had ascended with a whiz after half an hour underground the president, blinking in the glare of the noonday sun, was cheered by the crowd gathered at the hoist. He declared enthusiastically: "I wouldn't have missed it for the world."

It was the president's first visit to the Montana copper district and between the smelters at Anaconda and the mines at Butte he had a series of interesting experiences. Not the least of these was a thrilling automobile ride over the mountains from Butte to the mouth of the Leonard mine. The grades were steep and winding, but the chauffeurs assigned to the president's party were experienced men, and while there was apparently no threat of danger at any stage of the trip, there was a sigh of relief when Taft had once more been placed safely aboard the Mayflower for the run to Helena.

Visit in Helena Arriving here just before 4 o'clock he went directly to the state fair grounds, where, after viewing a portion of the exhibits, he made an open air address and witnessed a race of cowboys. Returning to the city Taft reviewed a parade of school children in front of the postoffice. Leaving here this evening the president headed directly for Spokane, where he is expected tomorrow to deliver his formal speech, the subject of which holds supreme interest to all the west—the conservation of the natural resources and the reclamation of arid lands.

President Taft walked with a decided limp when he first got off the train this morning at Anaconda, the result of a sprained tendon in his right foot. The sprain occurred at Beverly before he started on his western trip.

The president made a flying trip through the Washoe smelter of the Amalgamated Copper at Anaconda, then proceeded into the city and after a brief address took the train for Butte. The crowds which greeted him on the streets there were the largest the president has seen since leaving Chicago. From the railway station to the courthouse square the streets were fairly black with people.

Addreses Great Crowd The police had their hands full in opening a way for the automobile procession and after the president's car had passed the crowd swarmed in its wake. Speaking at the courthouse the president looked out upon a mass of humanity that blocked the square and spread far down the converging streets. He made a decided hit with the great throng when he told of the wonderful impression the western country was making upon him and ended by saying: "I am like the old Dutchman who said: 'Like the more you live, the more you find, by golly, out.'"

When the president disappeared down the shaft of the Leonard mine today with a hearty "Goodby, everybody," shouted to the waving group at the entrance, he carried with him into the depths of the earth two of his cabinet officers and won the presidential record for the farthest underground.

President Roosevelt entered some of the Butte mines during his term, but did not get down to the 1,200 foot level. Postmaster General Hitchcock, who joined the president today at Anaconda, and Secretary of the Interior Ballinger were with the president in the picturesque trip down the dark chute and through the crosscuts and drifts of the deep level.

Descent Into Mine The elevator used by the president and his party consisted of small steel doored square cages in three decks. The lowest of these was loaded first, then the second and lastly the president got into the topmost one, accompanied by Captain Butt, John Hays Hammond and others. There was a sheer drop of 500 feet before the first level was reached. The electric lights at this gallery leading away from the shaft were but a blur. After this the levels came at intervals of 100 feet. Despite the assurances of the mine officials that they made from 20 to 30 trips a day down the shaft at a speed which relegated the presidential drop to a snail's pace in comparison, the descent through the first 500 feet of inky darkness had its nerve shaking possibilities to the novices in the party. The descent occupied two and a half minutes, and

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REGISTRATION CLOSES WITH 91,141 NAMES ON THE BOOKS



Scene during the closing hours of registration at the city hall last night. The picture was taken by a Call photographer soon after 9 o'clock and shows how the room was crowded by men who had put off registering until the last possible moment.

BUCKLEY IS TO BE FREED ON PAROLE

Governor Gillett Makes Formal Recommendation to the Prison Directors' Board

William Buckley, who has three times been under the shadow of the gallows for the murder of George W. Rice, a strike breaking machinist, is soon to be free. Governor Gillett has recommended his parole to the prison directors and such recommendations are always respected. The petition of Buckley was filed with the board yesterday by his attorney, Frank J. Murphy, and will be formally heard October 9.

The case of Buckley has attracted the attention of labor unions all over the coast. A year ago they joined in a request to the governor for clemency. Buckley's case is unique in the criminal records of the federal courts, where it hung for five years, consuming more time than any previous case.

Rice was killed October 11, 1901. Four convictions resulted. Charles Donnelly, Edward Duncan and Thomas Moran were condemned to serve time. Buckley was held by the jury to be the actual murderer. This verdict was returned February 7, 1902. Since October 1, 1904, Buckley has been in San Quentin, and all but the last three months of that period in the condemned row. The federal court November 16, 1904, saved his life by a margin of 10 hours, when Murphy served papers on Warden Tompkins at 11 o'clock at night. Murphy's client, in the condemned cage, was to have been hanged at 9 o'clock the next morning. The last date of death, following the end of federal intervention, was set two weeks ago by Judge Lawlor for November 19. Former Governor Pardee had kept his hands off the case, but Governor Gillett was moved by petitions for clemency to commute the sentence to 15 years.

The actual time under which Buckley will be amenable to the courts under the parole is estimated by Murphy at four years and five months. Good behavior credits reduce the 15 years immediately to nine years and five months. From this must also be deducted the five years which shall have been spent in San Quentin by the first of next month.

Buckley's outfit of clothes has already been secured in expectation of his parole, and E. J. Brandon, a contractor, has promised him a position as book keeper when he is free.

NAPA COUNTY PUBLIC ADMINISTRATOR GONE

With 30 Estates in Probate Treadway Vanishes

NAPA, Sept. 27.—C. C. Treadway, public administrator of Napa county, disappeared last Wednesday and his whereabouts is not known. Today Judge Henry C. Gestorf of the superior court removed him from office, as there are 30 estates in course of being probated.

This is the third time Treadway has suddenly disappeared within the last three months. His father, D. C. Treadway, said today that he thought his son was mentally deranged.

The administrator's accounts have been examined and appear to show no discrepancy. He left behind him a wife and a 2 year old child. His married life has been happy so far as known.

Chief of Police Otterson was in San Francisco yesterday and thinks he saw Treadway in the street there, but he is not sure.

VON JUNG AGAIN ACCUSED—Max von Jung, former convict and real estate broker, who was charged last week with passing a fictitious check and with obtaining money by false pretenses, had an additional charge of passing a fictitious check booked against him yesterday on complaint of the Auto-Library company, 605 Van Ness avenue, the amount of the check being \$30.

Voters Rush To Place Names On Great Register

Estimated That Total Vote at Coming Municipal Election Will Reach 68,000

The registration, which closed at midnight last night, was the second largest in the history of San Francisco. Approximately 91,050 names are on the great register. In 1905, the year before the fire, when E. E. Schmitz was elected the last time for mayor, the registration was 97,761. Of that total Schmitz polled 40,191.

In the present registration between 52,000 and 53,000 have declared themselves as republicans. With a registration of 91,050 it is estimated that the total vote at the coming municipal election will be 68,000.

Yesterday was the busiest day ever known in the office of the registrar. From early morning until midnight crowds besieged the office after having developed a sudden desire to participate in the forthcoming election. Registrar Zemansky had 45 registration deputies working on the floor, while four were busy in the information bureau.

From 4:30 o'clock yesterday afternoon until nearly midnight the office was congested. At 8 o'clock the jam was so great that several policemen were needed to handle the crowd. The line of voters reached from the packed registration office well out into McAllister street. Considering the congestion the deputies accomplished wonders in handling the rush. Approximately 2,250 voters were registered during the day.

Many of those who sought the registrar's office last night were accompanied by their wives. The delay in reaching the deputies was so great that there was a group of women nearby practically all the evening waiting for their husbands to get on the great register.

McCarthy, Crocker, Fickert and good government league workers were busy seeking the signatures of voters to clubs or pledges.

While the time for new registrations expired last night, all who registered in 1908 or 1909 and have changed their residences have until October 7 to change their registration. The office will be kept open daily from 8:30 a. m. to 5 p. m. and from 7:30 p. m. to 9:30 p. m.

SAY MRS. VANDERBILT JR. WILL SUE FOR DIVORCE

Friends of Estranged Couple Expect Action Soon

[Special Dispatch to The Call] PARIS, Sept. 27.—Friends of Mr. and Mrs. Vanderbilt Jr. say that there may be a suit for divorce instituted before long instead of the arrangement for merely a separation.

The Vanderbilt intimates say that Mrs. Vanderbilt, who is at present in New York, is and has been for a long while very angry over what she has termed his undisguised infatuation for Mile. Cavalleri, the stage favorite.

Vanderbilt's friendship for Mile. Cavalleri has been talked about here in Paris, and, it is said, Newport has discussed it with great interest, too. Mrs. Vanderbilt, her friends say, has threatened a suit, and they will not be surprised to hear any day that she has filed it.

William K. Vanderbilt Sr., who is here, is said to be upset over the unpleasant publicity that has recently come to his family through his son. Not long ago, the friends say, he went to Vanderbilt Jr. and spoke sharply to him about Mile. Cavalleri, going even to the extent of declaring that he would make his son suffer financially if he persisted in keeping the family name in the limelight.

LUKEWARM LOVE COSTS \$400 FINE

Uncle Sam Punishes Wealthy Tourist Who Failed to Visit Mother in Law Promptly

Uncle Sam, being a relative himself, is proud to encourage filial affection among his nephews and nieces, but he is very particular that the affection is real and not simulated with intent to impose on the government.

P. R. Chance and wife, extremely wealthy people of Washington, D. C., have learned of this splendid distinction from Uncle Sam's San Francisco agent, Collector of the Port, Fred Stratton. They have also learned that a postponed trip to Mrs. Chance's mother has cost them a \$400 fine, which the government had decided to remit when it thought their devotion real. The situation hung on an application of the coastwise navigation laws which prevents passengers traveling under a foreign flag between Honolulu and the United States, except upon payment of a fine of \$200 each.

Chance and his wife were in Honolulu. They took passage from the Islands on the Japanese liner Chiyu Maru, arriving here September 3. When the couple embarked on the Japanese ship Chance had to pay the fine of \$400, but he represented to E. R. Stackable, collector of customs at Honolulu, that he could not wait for the American liner because of the illness of his mother in law in southern California. Stackable believed the illness to be serious and advised the treasury department at Washington to remit the fine. The department favorably considered the recommendation. But Collector of the Port Stratton at this end of the route kept tab on Chance and found that he loitered here 19 days before hastening to the bedside of his mother in law. Stratton withheld the \$400, while he communicated that information to Washington. Chance produced a letter from the mother in law in which she invited the Chances to visit her, closing by saying that she was not feeling well.

Uncle Sam considered the case and decided to retain the \$400 penalty.

HEINZE MAY BE AMONG THE INDICTED

Federal Grand Jury Files Several Sealed Indictments

NEW YORK, Sept. 27.—After investigating the affairs of F. Augustus Heinze's United copper company, as well as charges of rebating against several important trans-Atlantic steamship lines and railroads, the federal grand jury returned several sealed indictments today, which were handed into the criminal branch of the United States circuit court. Bench warrants were issued on the indictments, but they will be kept under seal until the grand jury investigation of the steamships and railroads is completed.

SUPERVISOR AND SCHOOL INSPECTOR GROW WRATHY

Call Names With Fluency in Board Chambers

Superintendent Peterson, in charge of the repair of schools, and Supervisor McLeran had a brief but bitter altercation at the board's rooms yesterday, in which the superintendent was accused of falsehood and the city father of being no gentleman.

The board of education recently ousted Peterson from his job and gave it to one Alvord, who basked more in the sunshine of President O'Connor's favor. Peterson, with some ingenuity, set up the theory that he was an employee of the board of works, and as such not subject to O'Connor's action. Peterson's allegations of fact, exclaimed, "You are lying."

Peterson returned: "You don't talk like a gentleman." The building committee still has Peterson's bills before it, no action having been taken upon them.

RACE TRACK TO OPEN AGAIN

Williams Announces Resumption of Sport at Emeryville in November

HE SAYS THAT STATUTES WILL BE COMPLIED WITH

Jockey Club President Acts in Anticipation of Possible Adverse Decision

APPELLATE COURT STILL CONSIDERS BETTING LAW

DESPITE the existence of the Walker-Otis anti-betting law there is to be racing at the Oakland track again this winter. This was the announcement of President Thomas H. Williams of the New California jockey club yesterday. Williams declared that the season would open Saturday, November 20, but on the subject of stakes, purses and the system of betting to be adopted he was silent.

Williams' announcement came as a surprise in most quarters, and speculation was rife last night as to the exact causes which influenced his decision. Just as much speculation developed in racing circles as to the manner of betting which will be in vogue at the track, and the two subjects naturally blended into a single query. Just what will the law be by the time the track opens, and if there is a law by that time what is the jockey club management going to do about it?

Williams coupled his announcement with a declaration that the law in regard to betting would be obeyed. Does it mean that Williams has received an inkling that the appellate court will sustain the Walker-Otis law and that the plans of the management are to put into operation the oral betting system used at the New York tracks? The question was asked last night in many quarters. Incidentally, Williams is to leave for the east Thursday morning for a personal investigation of affairs at the metropolitan tracks, and no more of his plans are to be made known until his return.

Walker-Otis Law The Walker-Otis law, adopted by the last legislature, prohibits pool selling and book making. When the law was passed there was a general belief that racing in California was doomed. Williams, however, took another view of it. He kept his own counsel, but let it be understood the law would not serve as a preventive. There were hints of test cases that would turn the legislative effort into a farce, but one after another these test cases fell through. Finally, however, a single case was brought and is now before the appellate court.

Test Case Pending The case under consideration is that of Frank O'Shea, owner of Ingleside coursing park. O'Shea is understood to be merely Williams' representative in the test case, but this relationship gave rise to fond hopes in the hearts of the racing enthusiasts that the case was to be fought to a finish. O'Shea, with two associates was arrested on a charge of conducting betting at the coursing park. The other men were released, but O'Shea went to jail. Carroll Cook and Henry Ach, Williams' personal attorney, appeared in O'Shea's behalf, seeking his release on a writ of habeas corpus.

The case was taken directly before the district court of appeal. The attack made on the anti-betting law in the argument before the court was based on the contention that the law is unconstitutional, one of the main points of attack being that the legislature did not have the right to fix two penalties for violation, one being imprisonment in the county jail and the other imprisonment in the penitentiary. It was claimed that the law does not state whether a violation is a misdemeanor or a felony, but gives the trial judge power to determine this, and further, that the minimum sentence permitted under the law amounts to a cruel and unusual punishment.

Argument for State Deputy Attorney General Raymond Benjamin and Assistant District Attorney Robert Harrison appeared for the state in the O'Shea case. They argued that the legislature was well within its authority and that its right to fix a minimum punishment could not be questioned because of the provision relating to cruel and inhuman punishment.

The final brief of the attorneys for O'Shea was filed last week and the decision of the appellate court is expected within a short time. With matters at this crisis, and while everybody deeply concerned in racing was awaiting the result with interest, Williams calmly announced the reopening of the track. And he added the significant