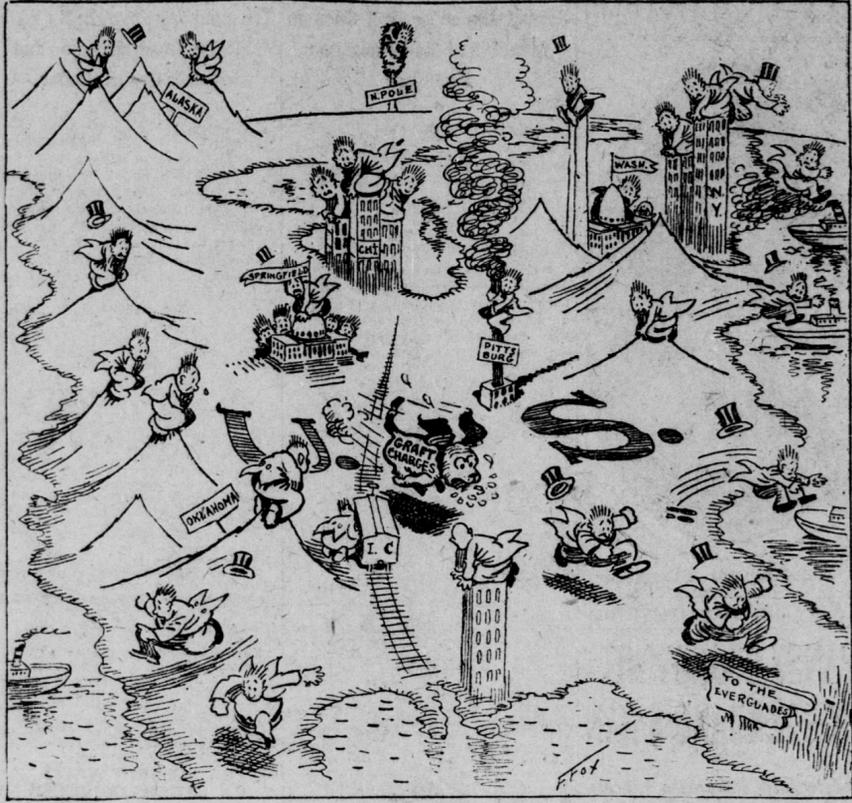


The San Francisco Call

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MAD DOG!



—CHICAGO EVENING POST.

THE public utilities committee of the supervisors will ask the board next week to open negotiations for the purchase of the Spring Valley properties. We need not here discuss the details of a proceeding of so much complication. It is sufficient to say that in one shape or another the acquisition of the whole or part of this plant is an imperative necessity for the city as well as a condition precedent to the most advantageous development of San Francisco.

In fact this plant ought to have been acquired long ago. It was once offered as a whole to the city for \$13,000,000, and it has gone on increasing in value ever since. This appreciation of values must continue, and every day's delay about acquiring the property will cost so much more. The value must advance with every increase of the population of the city. It is economy to buy it unless San Francisco proposes to stand still.

How much municipal and political corruption has resulted from the refusal years ago to buy these properties when they were offered at a comparatively small price. The cost of all that corruption has come directly out of the pockets of the rate payers because the corporation has simply shifted the burden to the people of the city. Besides that there have been endless and continuing costs of litigation unavoidably entailed by the perpetual conflict with the water company. It is time to cut off the drain on the resources of the consumers. The city made a mistake when the recent proposition to buy the plant was voted down, and this fact is tacitly admitted now by the reopening of negotiations by the board. We may hope that the present movement will have a more prosperous outcome than the other.

A DISPATCH printed in these columns indicates that Mayor Gaynor of New York becomes, through the circumstances of his attempted assassination, a formidable candidate for the democratic nomination for president. It will not be denied that even before he was wounded Gaynor was much in the public eye. The fight he has been making against waste and corruption in New York has made him a center of observation. It is on the cards that the democrats will nominate him for governor of New York, and if he should be elected to that office he would be hard to beat for the presidential nomination in 1912.

Mayor Gaynor's most prominent competitor for the democratic nomination is Judson Harmon of Ohio, now a candidate for re-election as governor of that state. Harmon undeniably has made an admirable executive, and he belongs to the old fashioned school of democratic politicians. In the uncertain seasaw of democratic politics the party may stick to the plan of alternating conservative with radical candidates. Bryan may be regarded as definitely out of the race for nomination, and the party may revert to the nomination of one of the old school of a type similar to Alton Parker. The analogy, however, would not help Harmon in addressing the electoral body of the country.

Although Bryan will not cut any figure as a candidate, his influence must continue to be felt. He is no friend of Harmon, who treated him rather cavalierly not long ago, and the trend of contemporary politics indicates that the Nebraska man's support will be given to Governor Folk of Missouri, on whose behalf an active campaign for the democratic nomination has been at work for some time.

SONOMA county grows all the fruits of the temperate zone to perfection, besides many of those that are native to the tropics. It is a county of boundless horticultural potentialities, and doubtless was for this reason selected by Luther Burbank as the most favorable locus for the exercise of his plant "wizardry," as it has been called, although, in fact, it only means patient work intelligently applied under favorable conditions—such conditions as Sonoma county supplies in wide range.

In the Sebastopol neighborhood, for instance, the apple comes to its highest perfection. As a commercial fruit, with shipping and keeping qualities and exquisite flavor, it is unsurpassed. The Pajaro valley long ago discovered these facts and has made a fortune, or rather a great many fortunes, out of them. Sebastopol is following that example with profit and the application of intelligent methods.

For a long time the apple was a rather neglected fruit in California, but now it is coming into its own. In the Rogue river valley of Oregon lands are now selling at prices that seem fabulous, and the unprecedented scale of prices is due to the great fortunes, that have been made out of apples. In that country unimproved lands are quoted as high as \$1,200 an acre.

The Sebastopol people have taken up this industry with both hands under the scientific methods of Mr. Burbank, and they are making a gratifying success of the enterprise.

THE prevailing and fashionable mental disturbance over the automobile habit that has found expression among eminent financiers of late provokes Colonel George Harvey to words of scorn, heaped up and given full measure in an editorial printed by Harper's Weekly. The whole country for half a year has been seeking a scapegoat on which to pile the blame for the high cost of living. The politicians have spent anxious hours laboring to prove that the tariff had neither art nor part in raising prices. The trust magnates protest like a man in the dock that they only exist to cheapen production and are really the true benefactors of the human race.

But somebody or something must be found to bear the blame, and, accordingly, some ingenious friend of the accused made the discovery that the American people themselves are the delinquents

because they are wasting their substance on the purchase and keep of road machines. To quote Colonel Harvey:

Bankers have declared war on the automobile—bankers of the east as well as of the west and south. Orders have been issued quite generally to loan no more money to be used in purchase of cars. The reason assigned is that motoring has become an "extravagant, wasteful craze," which must be checked, or the country will go to the bow wows. May be so, but we don't believe it. No doubt a good many people buy automobiles who can not afford to do so. A few, perhaps, as the horrified bankers say, have mortgaged their homes to pay for them. Others have failed to take into account the cost of upkeep. Grant all that! They will learn, won't they? And if their experience proves to be dear, they are the ones who will have to stand it, aren't they? To argue that money tightness is due to the great sums invested in cars is nonsense. The dollars paid go to the manufacturers, and by them are distributed among their workmen and disbursed for materials. They neither leave the country nor go up in smoke. They merely change hands and find their way through various channels from one bank to another. Nor is it true that, as a rule, the motor is a luxury. A vast majority of the 200,000 machines made this year go to the farmers, small tradesmen, doctors and lawyers throughout the country. They supplant horses because they are more efficient. They earn and save money quite as often as they induce the squandering of it. Probably three-fifths or more are cared for and operated by their owners, who buy cheap gasoline instead of dear oats. Quite likely they have not yet attained their full value in economics. That takes time. But they are getting there and are bound to reach the goal as certainly as the steam railway coach supplanted the stage coach. Best of all, better even than the commercial advantages derived from their use, they are fetching comparatively isolated folks into contact with their fellows.

To be sure the outcry about automobiles is mostly nonsense. People buy them because they need them in their business, and they need a great many of them. No doubt there are plenty of extravagant people now, as always, who are prone to exceed their means, but this element may be regarded as negligible. If these people were not lavishing their money on automobiles they would be buying champagne baths or indulging in some other form of folly that attracts the weak minded.

THE gas meter is the only inmate of our homes that has no friends. Indeed, this unobtrusive instrument is often regarded as a thief, and sometimes it is. At any rate, the New York public service commission believes that the meter will bear watching and has instituted machinery for that purpose which might very well be duplicated in other cities. Lyman Beecher Stowe, writing in the Review of

The Reputation of a Gas Meter

Reviews, describes the work:

As successor to the state commission of gas and electricity and the state inspector of gas meters the New York public service commission has achieved fundamental reforms in the field of gas and electricity which can only be referred to in passing. No gas or electrical meter may now be installed until tested and sealed as correct by the commission. In former days the state inspector would have, say, a half dozen meters tested out of a lot of three or four hundred, and if found correct he would accommodately approve as correct the entire number. This was like testing a half dozen eggs on a farm and then guaranteeing the freshness of all the eggs in the country in which the farm was located. Last year alone the commission tested 357,793 gas meters, and of this number 3,443 were found to be fast. When a meter is fast beyond the slight deviation allowed by law the company must pay the expense of the test, while if it is slow the consumer must bear the expense. At the instance of the commission the companies annually return thousands of dollars to consumers who have been overcharged through the exactness of fast meters.

The proportion of dishonest gas meters disclosed by these tests can not be said to be unduly large. Of course, it might be much larger if the machinery of inspection did not exist, but taking the results at their face value, the proportion of error is not unreasonably large. We should think that the lighting corporations would welcome a system of examination, because the meters that they supply are necessarily under suspicion, owing to the fact that the companies are the only buyers for these machines. A corporation that desires a reputation for honesty should court investigation.

THE cultivation of the home market for home products, which is the purpose of the California development board, finds favor and support in Oregon. Mr. Newton Lynch of this city, who has been visiting Portland in the interest of the development board, was favorably received by the commercial club of that city and was promised support for the movement as well as backing for the Panama-Pacific exposition project. A league of somewhat similar character covers the state of Oregon and there is promise of co-operation in this field. The Oregon press takes an advanced stand on the general subject of co-operation among Pacific coast cities for the accomplishment of purposes, political, commercial and industrial, designed to promote the prosperity of this region or any of its parts. Thus the Oregonian:

Our Good Neighbors on the North

The Los Angeles chamber of commerce has taken favorable action on the request of the Portland chamber of commerce that effort be made to have a Pacific coast man appointed on the new tariff commission. This is a hopeful sign of the get together spirit that is so much needed on the Pacific coast. There will always be a certain amount of friendly rivalry between the large ports of the Pacific coast, but there are also repeated occasions when it is of the greatest necessity that all of these ports should join together to fight a common enemy. Had the business interests of Los Angeles, Seattle and Tacoma made as strong a fight against the Spokane demand for terminal rates as was made by Portland and San Francisco people, the entire coast might have been in better position today. The coast cities should forget the mild bruises they get from one another, lest they be unprepared for the more severe drubbing they may all receive from outside sources.

The development board is preaching this spirit of mutual help for the coast neighbors. Oregon, Washington, California and Nevada united and pulling together should make a strong team.

LION WOULDN'T ANSWER PHONE

Positively Declined to Be Disturbed by Agent for Railroad

"HELLO, is this the Northwestern?" came a voice over the phone yesterday morning.

"It is."

"Well, is Mr. Ritchie there? Well, will you ask him to call up West 6140 and ask for Wallace when he comes in?"

When R. R. Ritchie, the genial agent for the Northwestern, came in a few moments later he found the memorandum on his desk.

"Hello," said Ritchie a few minutes after his arrival, "is this West 6140? This is Ritchie of the Northwestern. I guess Mr. Wallace wants to talk to me."

"There is no Mr. Wallace here," came back the answer.

"Well, I was told to call up your number and ask for Wallace."

"The only Wallace out here is a lion. This is the Chutes."

When Ritchie returned from lunch in the afternoon he found another memorandum on his desk to call up a certain number.

"Look through the telephone book," he said to one of his clerks, "and see if there is a menagerie connected with this number."

The Santa Fe has lately received an experimental lot of 8,000 ties from Mexico. They are of mahogany, ebony, native cedar and various other woods. The company is also getting some ties from other foreign countries for the same purpose.

Clyde W. Colby, general agent of the Erie, will leave this evening for the north. While in Spokane he will open a branch office of the company.

Since the first Western Pacific fruit train was run the road has maintained a schedule of more than 30 miles an hour on fruit trains from Sacramento to Chicago. The run of the first train was 106 hours from Sacramento to Chicago.

A. T. Dice, general manager of the Philadelphia and Reading, whose office is in Reading, Pa., is visiting on the Pacific coast.

Warren J. Lynch, passenger traffic manager of the New York Central lines, with office at Chicago, who has been visiting in this city for several days, will depart this morning for Honolulu on the Mongolia.

Thomas O'Leary, master mechanic on the Tucson division of the Southern Pacific at Tucson, has been appointed master mechanic at Los Angeles, succeeding D. E. Kellogg, whose appointment as shop superintendent of the general shops at Los Angeles was recently announced.

The new terminal station of the Denver and Rio Grande and Western Pacific at Salt Lake City will be opened August 15.

The Houston and Texas Central, following the example set by several other lines, has started out an experimental farmers' special demonstration train, with the usual number of lecturers and exhibits.

R. P. Ober, recently appointed a traveling freight agent of the Western Pacific, was formerly in charge of the refrigerator department of the Northern Pacific at Tacoma.

H. J. Snyder, general agent of the National railways of Mexico, is distributing a handsome folder of the centenary celebration of Mexico's independence. Besides a large number of interesting illustrations of the old and new Mexico the booklet contains a concise history of the republic and a program of events scheduled for the celebration, which will last during the entire month of September. The folder is replete with a description of the celebration.

H. J. Morley has been appointed a traveling freight agent of the Western Pacific, with headquarters at Elko, Nev.

W. F. Herrin, vice president and counsel of the Southern Pacific, left Wednesday evening for the north. He will meet President Lovett at Portland.

A RULING PASSION

"The thermometer was a hundred at noon yesterday," said the man who watches the weather. "Today it is down to 98."

"My!" rejoined his wife, absentmindedly. "Isn't that a bargain?"—Washington Star.



THERE is no more popular man in the Bohemian club than Justice of the Peace William H. Smith, who, with a lamentable lack of veneration for his judicial position, is widely and affectionately known as "Billy."

The other evening some of his friends, who were gathered in the club's smoking room, craved the companionship of his honor. They telephoned out to his home, but Judge Smith had retired, he explained, and was sorry he couldn't join them.

"Oh, get up, Billy, and come down," they pleaded; but his honor was obdurate. He was tired, and he meant to rest, and no amount of persuasion availed.

Discouraged but not hopeless, the friends reflected. The longer they considered ways and means to secure it the stronger grew the need of genial "Billy's" cheering presence. Finally it occurred to one member of the group that on off hours from the club "Billy" was justice of the peace, and a plan suggested itself.

"We'll get him," announced the inspired one. "Follow me." In a few moments several conspirators were on their way to the Smith residence as fast as an automobile could travel under speed laws. Arrived, the leader ascended the steps. A sleepy-maid answered his ring.

"Tell Judge Smith there's a couple out here want him to marry them," he explained breathlessly. "We've got a license and we'll take him down to the hotel in our automobile. Ask him, please, to hurry."

His eagerness was contagious, and the maid flew upstairs to deliver the message, while the conspirators waited without. Presently their victim appeared.

"Get right into the machine, judge," called a voice, and before the familiar ring could be identified a dramatic kidnaping scene was enacted. Several pairs of arms drew Judge Smith unceremoniously into the car, which dashed rapidly down the street. By the time the Bohemian club was reached order had been restored in the automobile and plotters and victim had reached a perfect understanding.

The wedding of Miss Della Evangel Jones and Lieutenant Halstead P. Councilman will take place in October at the Presidio chapel. There will be several attendants for the bride and bridegroom. Miss Jones is the daughter of Chapman and Mrs. H. G. Jones. Lieutenant Councilman is stationed with the coast artillery corps at Fort Baker.

Mr. and Mrs. Wakefield Baker returned to town yesterday after passing the summer at Castle Crags. They will remain at their house in Pacific avenue for the late season, with the exception of brief trips out of the city next month.

Mr. and Mrs. Dennis Scaries are planning a trip abroad. They will leave in October to spend six months in Europe. At present Mr. Scaries is in New York, where he is the guest of Mr. and Mrs. F. M. Smith at their country home on Shelter Island. In his absence Mrs. Scaries has been visiting friends at San Mateo and will spend the last weeks of August at Del Monte.

Mrs. Andrew Welch was the complimented guest at an elaborate Moorish dinner party given one evening this week at Santa Barbara, when Mr. and Mrs. Milo Potter entertained a score of friends. The decorations were entirely oriental. The affair was enjoyed by the following visitors:

Mr. and Mrs. Andrew Welch, Mr. and Mrs. Alfred Salano, Mr. and Mrs. Fowler, Mr. and Mrs. Guy Cochran, Dr. and Mrs. Jarvis Barlow, Mrs. Walter Newhall, Mrs. W. S. Porter, Mrs. W. Henry Clarence Breden, Mrs. Charles C. Perkins, Mrs. James S. Jones, Mrs. Granville McGowan, Miss Elizabeth Walters, Miss Nina Jones, Arthur Dodworth, Frank Langstroth, Milton Jeffries, Grantland Voorhies, William Edwards, Claude Cutts, Miss Nina Jones, Alfred Harwood, James Slauson.

The friends of Miss Eliza McMullin are exploring the possibility that this popular girl may not be in town for the early winter gayeties. She is going to Louisville with her grandmother, Mrs. John McMullin, early in September, and the time of their return is indefinite.

Miss Harriet Alexander, who has been the guest of Mrs. C. A. Spreckels in Paris, is at present visiting Mr. and Mrs. Spencer Eddy, and is being delightfully entertained in the French capital. She will return in time to enjoy the gayeties of next winter in San Francisco.

Mr. and Mrs. S. G. Mish, with their daughter, Miss Florence Mish, have lately visited the cities of Austria, Hungary and Germany and are in France for a visit of several weeks. They will remain in Paris most of the time.

Miss Alice Rooney and her sister, Miss Theresa Rooney of this city, are the house guests of Mrs. Harry Ainsworth at Redondo, where they will remain during the month. Another guest at the Ainsworth home this month is Mrs. George Mott Weeks, the wife of Captain Weeks, who has been stationed for many months in the Philippines.

Miss Helen Jones is at Castle Crags with her mother, Mrs. Clinton Jones, this week, but will soon return to her home in Buchanan street. During the early summer Miss Jones was in Seattle as the guest of her sister, Mrs. Webb Ballard, and had a round of informal entertainment in the northern city. A few days ago she went to Castle Crags, where her mother has been staying this season.

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PERSONS IN THE NEWS

CHARLES BENTON CADELL, a capitalist of London, is making his first visit to this country, accompanied by his wife, who was formerly a German countess. They are registered at the Palace.

J. M. DOUGAN, president of the Sound construction company of Tacoma, is at the Palace with his wife. Dougan built the postoffice at Los Angeles, which was recently accepted by the government.

W. S. MCGORMICK, a banker of Salt Lake, returned from a trip to Alaska yesterday with Mrs. McGormick and Mrs. W. A. Gallagher. They are staying at the Palace.

N. J. BAER of Salt Lake, C. B. Greeley of Bakersfield and F. C. Bell of Lexington are among the recent arrivals at the Maun.

WARREN J. LYNCH, traffic manager of the New York Central lines at Chicago, is registered at the Palace.

GEORGE HUESTIS, an expert accountant in the employ of the state, is registered at the Stewart.

W. D. FORSTER, traffic manager of the Tonopah and Goldfield railroad, is a guest at the Stewart.

M. LINDERBERGER and R. Linderberger, salm packers of Astoria, are guests at the St. Francis.

C. A. SHAW, manager of the American tour of Ellen Terry, is at the St. Francis with Mrs. Shaw.

W. E. BARLEY, an oil operator of Bakersfield, is at the St. Francis with Mrs. Barley.

R. B. AND L. KAHN, sugar beet raisers from Hamilton City, are at the Turpin.

D. O'MERA, a businessman from Los Angeles, and Mrs. O'Mera are at the Belmont.

JOHN A. MCINTYRE, a mining man from Sacramento, is at the Stanford.

H. J. MACOMBER, a rancher of Palmdale, is staying at the St. Francis.

GEORGE L. ("TEX") RICKARD is at the St. Francis with Mrs. Rickard.

E. C. GOODALE, a rancher from Lemon City, Cal., is at the Stanford.

MR. AND MRS. F. A. WEST of Stockton are guests at the Fairmont.

H. WILLIAMS, a mining man from South Dakota, is at the Turpin.

H. H. BEAN, a rancher from Merced, and family are at the Dale.

VIRGINIA HARNED SOTHERN is a guest at the St. Francis.

J. W. KNOX, an attorney of Merced, is staying at the Palace.

R. E. HYDE JR., a rancher of Visalia, is at the Stewart.

J. W. MUNN, a merchant from Arizona, is at the Dale.