

FLAWS IN TIRE ORDINANCE TIRE THE TAXPAYERS

Footling Bills for Repaving of Streets Proves Tiresome Monotony

Investigation Discloses Serious Negligence in Enforcement of Existing Laws

Wheels of Overloaded Industrial Vehicles Repeatedly Ruin the Pavements

AMONG the causes contributing largely to the bad condition of San Francisco streets, and partially to blame for the recurrent tearing up of the thoroughfares, are the inadequate regulation of tire widths on vehicles and the lack of enforcement of existing ordinances governing this subject. San Francisco's laws are far less stringent on this matter than those of almost any eastern city, yet even the existing regulations are not enforced.

The size of tires permitted under the San Francisco regulations is about 40 per cent narrower than is permitted under the regulations in most big cities and the average in use in the city is about 15 per cent narrower than the law allows.

Not only are the laws violated by the use of tires smaller than are permitted by ordinance, but there are many trucks in San Francisco that carry loads of more than 15,000 pounds, which the laws fix as the limit except in cases where the load is of a single piece. The small tires cut up the asphalt pavements and the overloaded trucks break up the basalt block pavements. As an illustration of the ineffectual regulation of these trucks Brannan street is a striking example. On the average of once a year it is necessary to repave that thoroughfare, and Sixth and Seventh streets are in a similar condition.

Tire Requirements Reduced
 The general rule throughout the east is that no hauling wagons are permitted with tires less than four inches in width and trucks over three and a half tons must have tires five and six inches in width. In June, 1903, an ordinance was passed here providing that vehicles carrying loads of between 4,000 and 7,000 pounds must have tires not less than four inches wide, and those carrying 7,000 to 10,000 pounds not less than five inches. This ordinance fixed the limit to be carried by any vehicle, except loads of a single piece, at 10,000 pounds.

This ordinance was revoked in the passage of the general traffic ordinance last April. The new ordinance reduced the width of tires, the law now requiring vehicles carrying 4,000 to 7,000 pounds to have tires not less than three inches wide, and vehicles of 7,000 to 10,000 capacity not less than four inches. The ordinance also raised the limit of loads from five to seven and a half tons.

Regulation Is a Farce
 "The tire regulation in San Francisco is a farce," said D. E. Bescher, secretary of the Carriage and Wagon Builders' association yesterday. "It seems that the further one goes west the smaller the tire limit becomes. Throughout the east the average is a requirement of tires no smaller than four inches on delivery wagons and five or six inches on trucks. I believe that the ordinance now is entirely inadequate, but the worst thing is that it is not enforced."

"Since automobiles have increased so greatly wagons seem to be overlooked by the officials altogether, but the wagons in San Francisco are not few. The majority of wagons now in use have tires smaller than the law requires, even though the law is so lenient. Although the majority of wagons have been operated in violation of the law I have heard of only one case of arrest, that in 1905, and nothing came of that. There is practically no regulation over wagons at all."

The flagrant violations of the law were more definitely outlined by wagon makers visited yesterday afternoon.

Facts From Wagon Makers
 "Almost all of the wagons of between two tons and three and a half tons' capacity, for which the law provides three inch tires, have tires of less than that width," said R. S. Cassidy of Schneider's wagon factory. "Two-thirds of the wagons of between three and a half and five tons' capacity, for which the law provides four inch tires, have tires of three and a half inches or less. Another thing which escapes notice is that the wagons are all overloaded, some several tons over the capacity for which they were built, so that the wagon built with small tires carries loads far greater than intended by the builder who originally equipped it with the smallest tires allowable for the load for which the vehicle was designed."

"I think that the old ordinance was a good one, and I don't see any reason why the law was changed; but I will tell you one thing, and that is, that no law has ever been enforced here in regard to tires."
 E. V. Golly, president and manager

Panama Question Would Strain Hague Court Machinery

WASHINGTON, July 13.—The Hague tribunal would be subjected to the most severe strain ever placed upon it, in the opinion of the officials here, should the settlement of the issue between America and Great Britain regarding the use of the Panama canal be referred to it. This strain would be felt in the important step of obtaining an impartial court arbitration. In this peculiar case the United States would stand almost alone against the nations of the world in its assertion of the right to discriminate in favor of American shipping. Every maritime power would profit by a decision in favor of Great Britain. Unless the parties to the arbitration would be satisfied with judges from countries absolutely without maritime interests, such as Switzerland, it would be practically impossible to obtain an impartial tribunal.

Greek Royal Pair Separate After a Union of 23 Years

[Special Cable to The Call]
 ATHENS, Greece, July 13.—The crown prince and crown princess of Greece are living apart. Well informed persons even assert that they have separated. The princess is a sister of Emperor William. The pair have been married 23 years and have five children. There has been no scandal in this case.

PEANUT LODGES IN LITTLE BOY'S LUNG

"Ike" Hables of Hollister Is Rushed in Auto to City
 [Special Dispatch to The Call]
 SAN JOSE, July 13.—Little "Ike" Hables, son of Mr. and Mrs. Leslie Hables of Hollister, suffering from the effects of a peanut lodged in one of his lungs, was rushed by automobile from Hollister to San Francisco today in an effort to save his life. It is said that there is little hope for the recovery of the child.

The boy had been having a peanut feast with his elder brother when one of the nuts lodged in his windpipe. Later it was drawn into his lungs. A physician was hastily summoned and advised that the services of a San Francisco specialist be sought. Leslie Hables, the father, formerly lived in San Francisco. He is at present a wholesale cigar dealer in Hollister.

WARRANT IS ISSUED FOR FORMER CASHIER

Shortage of \$7,000 Charged to His Accounts
 DUNSMUIR, July 13.—A warrant was issued here today for the arrest of B. O. Tupper, formerly cashier of the State Bank of Dunsmuir, who, according to Assistant Cashier de Haven, left a shortage of about \$7,000 in his accounts when he disappeared a few days ago. Tupper was cashier of the bank eight years and was also city treasurer. No irregularities in the accounting for the city funds were found and a new treasurer has been appointed since Tupper's departure. Officials of the bank said the supposed defalcation would in no way impair the stability of the institution.

ARCHITECTURAL CLUB HOLDS HIGH JINKS

Bohemian Night Brings Forth Rare Talent
 The San Francisco Architectural club held a Bohemian night and jinks last night at their clubrooms, 126 Post street. The program of entertainment was as follows: E. Mosher, tenor solo; Clive Atkinson, joshes and jokes; D. Whiteside, pianologue; T. C. McMahon and B. F. Walters, duet of songs; original monologue, Howard Jensen; cartoon display of members of the club, J. W. Bayley Jr. and William Merchant. The committee having charge of the arrangements for the evening was as follows: John Beuttler, J. B. Dwan, Otto R. Schrader, R. Brandlein, William Garren and James A. Magee.

PRINCESS "PAT" TO VISIT CORNELIUS VANDERBILTS

Duke of Connaught's Daughter Accepts Invitation
 [Special Dispatch to The Call]
 NEW YORK, July 13.—Princess Patricia of Connaught, it is reported, will visit Newport as the guest of Commodore and Mrs. Cornelius Vanderbilt next month. There will be many heart burnings in the Rhode Island city when it is generally known that the Cornelli Vanderbilts have succeeded where so many failed, for when the duke and duchess of Connaught and the Princess "Pat" were in New York last winter many were the invitations extended to the royal family to return for a summer visit.

THREE VESSELS IN DISTRESS AT GATES OF CITY

Steamer Roanoke Runs Down Four Masted Schooner Dauntless Six Miles Off Heads

Treacherous Tide Drives Three-master Hugh Hogan on the Beach South of Cliff

CAUGHT in an adverse tide and practically becalmed, the three masted schooner Hugh Hogan was driven on the beach from the open sea, two miles beyond the Golden Gate life saving station early this morning, and, while the life savers were hastening to give assistance to the endangered vessel, a wireless report was received from the steamer Roanoke, bound for San Pedro, that it had run down the four masted schooner Dauntless at sea between the light ship and gas buoy, probably about six miles beyond the Golden Gate.

The Hogan, which is a 160 foot craft of 355 tons net, was pounding with its stern in the breakers and fast aground at latest reports, indications being that it would go to pieces.

Refuses to Come Ashore
 The captain of the windjammer refused to come ashore when reached by the life savers, and neither did his men show inclination to desert the ship, probably staying with their vessel through orders of their commander. Captain Nelson of the life saving station tried to persuade the captain to leave his vessel to no avail, although in the opinion of shipping men the schooner was in danger of breaking up.

The steamer Roanoke, which left here last night, at 11:30, with between 50 and 100 passengers, bound for San Pedro and San Diego, is not believed to be in danger of foundering, as probably no injury was sustained by the vessel when it rammed the schooner Dauntless.

Asks to Have Tug Sent
 What happened to the latter vessel could only be surmised, as information was obtainable only in a meager quantity, the wireless company which received the message from the steamer refusing to give out information or to state whether any lives had been lost when the collision occurred. The Dauntless was bound for Grays Harbor.

Judging from the fact that the Roanoke's wireless station did not, so far as could be learned from several stations along the coast, send out distress signals, but merely asked to have a tug summoned, it is not believed that the schooner was in critical danger of sinking.

Whether the Roanoke continued on its way down the coast or waited for assistance and to see the outcome of the damage to the Dauntless could not be learned. At a late hour this morning it was stated by authentic sources that no lives were lost in the collision and that the schooner would be towed back to port.

Roanoke Stands By
 It is believed likely that the Roanoke stood by the schooner when the collision came, and that in the event of serious danger from sinking the passenger vessel took off the crew of the Dauntless. The aerogram from the Roanoke was received by the United Wireless company, it is said, at 1:16 o'clock this morning, when the appeal for a tugboat was made. What messages were flashed from the passenger liner after that could not be learned from official sources, although it was ascertained that no lives were lost.

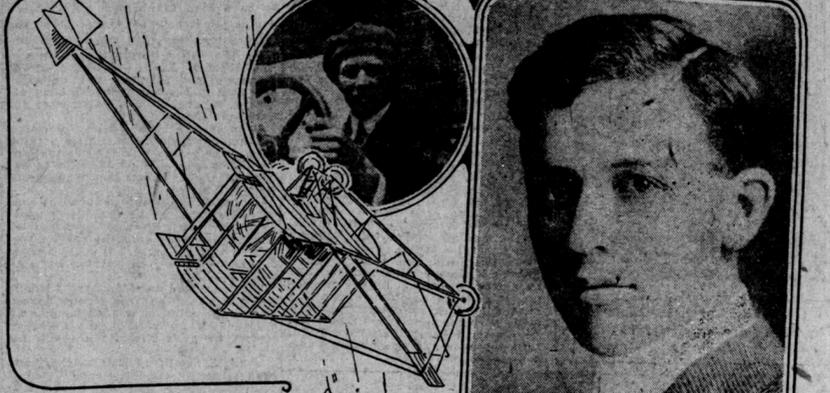
Surfboat Almost Swamped
 Captain Nelson of the life savers went to the Hogan in his largest surfboat, although his little craft was almost swamped once or twice. Alongside the grounded schooner, Nelson is said to have pleaded with the captain to leave his command, which the latter refused to do, as he said that the schooner could be saved when tugs arrived. The position of the officers and crew, totaling 10, was perilous. The schooner was making its way through the heads with the outgoing tide, and it is supposed that a misjudgment of the flow and of the wind, which blew lightly from the southeast, was the cause of the accident.

A large crowd of persons were attracted to the beach when the stranded schooner sent up rockets and burned red torches as signals of distress.

SAN FRANCISCAN, SING "THY CLIMATIC DOXOLOGY"

Consider the Poor, Suffering East and Be Thou Glad
 WASHINGTON, July 13.—At the conclusion of another day of sizzling heat where high temperature prevailed generally from the Rockies to the Atlantic coast, with the exception of New England and eastern New York, weather bureau officials tonight promised somewhat lower temperatures in the plains states within the next 36 hours and probably during Monday in the Missouri and upper Mississippi valleys and upper lake region.

Young Aviator Dashed to Death Mother Sees Stanford Boy Fall



DOG DRIVES OFF WOMAN'S RESCUER

Jennie Tennent Fails in Attempt to End Life Through No Fault of Animal

OAKLAND, July 13.—That Mrs. Jennie Tennent failed late today in her attempt to commit suicide by gas asphyxiation, was no fault of her pet dog. The animal lay on Mrs. Tennent's breast after the woman had been overcome by the gas and menaced Mrs. L. D. Hart so savagely when Mrs. Hart sought to open a window that she had to give up the attempt and the time spent before she gave up all but proved fatal.

The dog continued his resistance when Policeman Gillen was summoned. Gillen finally threw the dog out of the room, opened the window and had Mrs. Tennent removed to the receiving hospital.

Mrs. Tennent was a lodger at Mrs. Hart's place at 909 Myrtle street. She locked herself in her room and turning on the gas, took the dog in her arms and lay down on the bed to die. Mrs. Hart believes that it was 30 minutes later when she noticed the odor of gas and forced open the door. The dog sprang to his feet, standing on the body of the unconscious woman and Mrs. Hart feared to make her way past him to the window.

Mrs. Tennent has two small children and Mrs. Hart said she had had much trouble lately with her husband. Mrs. Tennent will recover. The dog apparently was not injured by the gas.

VAMPIRE DANCER IN DIVORCE SUIT

Narrated in Case Against Edward Russell Thomas, One Time Multimillionaire

[Special Dispatch to The Call]
 NEW YORK, July 13.—Phoenix Ingraham, as referee, recommended today to the supreme court that Linda Lee Thomas, wife of Edward Russell Thomas, one time multimillionaire banker, turfman and daring automobile driver, be granted a decree of absolute divorce.

The other woman in the case is Theodora Gerard of Paris and New York, better known as "Teddy" Gerard, actress. She is the originator of one version of the Vampire dance.

Thomas has since been "thrown over" by the actress. He is said to be at Monte Carlo hiding his identity behind an immense, newly acquired, red mustache.

POSSES PURSUE MAN WHO ATTACKED MINISTER

Pastor at Fort Klamath Is Seriously Injured
 KLAMATH FALLS, Ore., July 13.—Posses are in pursuit of Charles Lillie, a carpenter, who, it is alleged, yesterday attacked Rev. J. W. Worrell, pastor of the Presbyterian church at Fort Klamath, throwing him down a flight of stairs and breaking his jaw in two places. The minister is in a serious condition.

Holder of World's Amateur Record for Speed Dies Near Palo Alto

Victor Smith, Young Aviator, Who Lost His Life Yesterday, and a Photograph of His Wrecked Biplane, Where It Fell in an Orchard Near Palo Alto.



[Special Dispatch to The Call]
 PALO ALTO, July 13.—Attempting to defy and conquer a treacherous breeze that swept down the Santa Clara valley by essaying a cross country flight from Mountain View over Palo Alto to Ravenswood, Victor Smith, Stanford student, amateur aviator, holder of the world's amateur speed record for air pilots, and son of V. M. Smith, wealthy traffic manager for

MAJOR'S WIFE HELD AS INSANE PATIENT

Mrs. Edith Chase Is Sent to the Government Hospital at Washington

[Special Dispatch to The Call]
 WASHINGTON, July 13.—Mrs. Edith Chase, wife of Major A. W. Chase, U. S. A., stationed at the Presidio of San Francisco, who sometime ago complained of having been robbed of jewelry and cash to the amount of about \$2,000 and who later was taken to the Washington asylum hospital, for observation as to her mental condition, has been sent to the government hospital for the insane at Washington.

Relatives who called to see the patient this week did not find her communicative. It was said that they called to see her for the purpose of rendering assistance but her manner was such that they were unable to do anything for her.

While Mrs. Chase recognized her relatives, it is said she insisted that she did not have time to talk to them because she was in a hurry to catch a train.

LOS ANGELES SLAYS HIS WIFE AND SELF

She Threatens to Leave, He Shoots Her in Head

LOS ANGELES, July 13.—Harry Weber, a marble layer, shot and killed his wife early tonight on the steps of a downtown lodging house here and then blew out his own brains. Weber was 31 years old and his wife was 26. They were married about a year ago in Portland, Ore., where the young woman resided. Her name prior to marriage was Rose Wilson.

MAGNATE RETIRES TO HIS EASY CHAIR

Loren Coburn, at Age of 86, Resigns Management of Estates to Younger Hands

[Special Dispatch to The Call]
 PESCADERO, July 13.—After 75 years of money making and prudent economy, during which time he accumulated a fortune estimated at nearly \$10,000,000, Loren Coburn of Pescadero, aged 86, has decided to turn over the management of his vast ranches and timber claims to younger hands and retire from active business.

In a deal consummated this week, Coburn sold all the timber, bark and wood on 4,000 acres of land to C. H. Wiedman and Edward Eaton of Gonzales and leased to the same men the 10,000 acre ranch in this county and the King City ranch of 10,000 acres. The lessees also obtained from Coburn the use of Pigeon point wharf and landing for a term of years.

Wiedman and Eaton plan to make extensive improvements and important changes in the management of the Coburn properties. Eight miles of railroad will be constructed up the Gazos creek and a lumber mill will be located in the heart of the redwood district.

"I have worked for 75 years to get enough money to retire," said Coburn. "and now I intend to take life easy. I guess I have handled my affairs better than any guardian could have done and all I will have to do for the next few years is to collect what is coming to me."

"Will you also keep out of the courts in the future?" was asked.

"Yes," continued the old man, with a reluctant tone in his voice, "I have done a heap of lawing and have mostly come out on top, but unless some of these young men get frisky I'll quit all this legal fighting and take it easy."

Coburn will continue to live at his Pescadero home with his aged wife, Mrs. S. S. Upton-Coburn.

WHITEWASH BUCKET IS EMPTY

William Lorimer Evicted by U. S. Senate by Practically a 2 to 1 Vote

BODY REVERSES REPORT OF INVESTIGATING COMMITTEE

Emotional, Defiant Plea of Blond Boss Draws Some Tears, But No Votes

"I DID IT!" BELLOWS BULL MOOSE FROM OYSTER BAY

By GEORGE GRISWOLD HILL
 [Special Dispatch to The Call]

WASHINGTON, July 13.—By a vote just short of two to one the senate today expelled William Lorimer, junior senator from Illinois. Finding that corrupt practices and methods were employed in his election, the senate declared his title to his seat invalid.

On the rollcall which brought to an end the long and dramatic fight, 55 senators were recorded against him and 28 for him. Four senators who had voted for him at the conclusion of the first investigation, among whom was Senator Culligan, his colleague, deserted his cause and voted for the adoption of the resolution unseating him.

An Emotional Plea
 The vote was taken at the conclusion of the 12 hour speech, covering three days, during which Lorimer had proved himself a master of dramatic methods. Ignoring the usual course of appeal in judicial cases of this character, subordinating logic and cumulative argument to the achievement of climatic effect, he played upon the emotions not only of the people in the galleries, but of the senators on the floor of the chamber.

When, flushed with exertion, his collar limp about his neck, he stood with outstretched arms and head thrown back, and said, in a hoarse, quavering voice, "I am ready," a tremor of excitement ran through the chamber, and not a few women and some men wiped away tears. Preparatory to this he had not created much feeling.

"Much has been said about Lorimer's resignation," he said. "Every day the question is asked, 'Will Lorimer resign?' Before the story of Charles A. White had been told, if I had found that one man had been bribed, I would have walked into this chamber and laid my resignation in the hands of this body."

Defiance Hurdled
 "I know the record, and as God is my judge and as some day I must be judged by him, I know no man can cast a corrupt vote for Lorimer. Resign in the face of this knowledge? Resign in the face of this conviction? Why? Because they say the senate has been canvassed and enough votes have been secured to cast Lorimer out? Because defeat stares him in the face?"

"Oh, what sort of an argument is that? If the men who have built up this country had quit in the face of defeat we would have no flag to boast, no stars and stripes to pray for. Such a man has no place in this body. This is no chamber for cowards. It was not built on fear and cowardice."

"If I go from this chamber it will be because the senators have cast a majority of votes against me. My exile will not be because I am a coward."

Spell a Brief One
 With each succeeding climax the emotional effect of his speech became stronger and the dramatic appeal more apparent. When, after uttering with an impassioned voice the final words: "I am ready," he dropped his arms.

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