LOS ANGELES DAILY HERALD

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THE HERALD IN SAN FRANCISCO—Los Angeles and Southern California visitors to San Francisco will find The Herald on sale daily at the news stands in the Palace and St. Francis hotels, and for sale at Cooper & Co., 846 Market; at News Co., S. P. Ferry, and on the streets by Wheatley.

Pass the gas ordinances, Messrs. Councilmen.

Gas consumers are a trifle weary of appealing to the city council to pass the gas regulating ordinances. Councilmen who desire to do their duty should move for immediate action.

The city council is called upon by Mayor McAleer and all other good citizens to pass the gas regulating ordinances "immediately." And they are beginning to be impatient of the long delay.

California has passed the senatorial problem to Montana, and the statesmen of the latter are wrestling with it as if they were jiu jitsu experts. But they lack the knack of California's Republican politicians.

The infant Panama republic has inherited many characteristics of its American parent. A dispatch from Colon, for instance, states that several hundred canal dockmen and other laborers have struck for higher wages.

Eleven witnesses were examined on Saturday in the investigation of Senator Smoot's case at Washington. The Mormon contingent at Washington declares unanimously that Smoot is a model of morality and an exemplary family man.

A wealthy New Jersey man has brought an action for divorce charging his wife with deserting him and going to Southern California. That application should be dismissed on the general ground that an escape from New Jersey to the land of sunshine is entirely justifiable.

At the meeting of the state board of prison directors on Saturday a resolution was adopted "requiring the warden of San Quentin to spend three hours each day in the prison." It is not intimated that he will be obliged to wear the stripes and fall in with the lock-step procession.

Chicago reports that "wives of the Northwestern university professors have taken up jiu jitsu," the Japanese wrestling science that is becoming a fad in this country. This may result in jolting some of the queer theories out of those professors which they are so fond of springing on the public.

Governor Douglas of Massachusetts has found already that there are more difficult undertakings than the profitable marketing of $3 shoes. He has tried his hand at adjustment of the strike in the Fall River cotton mills, which has been in progress more than six months, but without success.

The secretary of the federal treasury continues to scrape the bottom of the vaults in quest of funds to meet current expenses of the government. The pension mill, however, is grinding out an enormous grist, the record being broken on Saturday by the passage in the house of 459 pension bills in 108 minutes.

Along with the distress which always attends the winter season in a great city, London is reported as suffering from the non-employment of more than 300,000 workmen. There is imminent danger of riots by the unemployed, whose families are confronted by famine, led as the men are by reckless agitators.

San Bernardino is in the throes of trouble with its lighting service, as well as is Los Angeles. The grand jury is investigating the alleged excessive bills charged for illuminating the county buildings. It is said that "not only will the supervisors be directed to scale down the bills, but also to install a plant to furnish lights for such buildings."

Charles F. Lummis, editor of Out West, is making a strenuous effort in Washington to secure an appropriation wherewith to relieve the present needs of the Mission Indians in San Diego county and to assist them in self-support. The purpose is highly commendable and the zealous friend of the Indians should succeed in his effort.

The Santa Fe company already has announced its spring colonist rate from eastern points to California, which will be effective March 1. The rate from Chicago will be $33, from St. Louis $30 and from Kansas City $25. It is expected that an immense number of colonists will avail themselves of the opportunity to seek homes in this state.

The Santa Fe Railway company's Grand Canyon branch has become so popular since the opening of the new hotel that it is necessary to double the train service. A through Pullman car from Chicago to the canyon is to be attached to the California limited. Thus the greatest scenic wonder of the world is accessible by luxurious traveling accommodation, and specially enjoyable at the canyon because of the splendid modern hotel, El Tovar.

Now the sun turns over a new leaf and abandons the lazy habit of late rising. All through this month it has been showing up on the eastern horizon after the 7 o'clock whistles had blown. Its time for rising in this month thus far has been 7:04. Now it will begin to rise earlier, gaining an average of about half a minute a day until the end of the month, after which it will "hustle" with a daily gain of about a minute. But the sun has been making up for its morning tardiness by staying with us longer in the evening. Its earliest disappearance in the evening was at 4:54, and it kept at that notch from the end of November until December 10. Since then the daylight period in the evening has been lengthening and the gain at the present time is more than twenty minutes.

REGULATION OF RAILWAY FREIGHTS

Today the senate committee on interstate commerce will begin the preparation of a bill that may be of momentous importance to the development of the Pacific states. The bill will conform to suggestions made by the president in his annual message concerning the regulation of railway freight rates. In the house a bill of similar character, now in preparation by Representative Hepburn, will be introduced. Hope is expressed by leaders in both houses that a measure will be passed during the present session which will substantially lead to equitable freight rates on all American railways.

It would be impossible to estimate the benefit that the far western states might derive from systematic regulation of freight schedules on an equitable basis. The long haul across the continent makes the subject more important to the coast states than to those of any other section of the country. As all shippers know to their sorrow, there appears to be no rule of freight charges between the coast states and the eastern markets except the one promulgated years ago, which meant "get the last possible cent from the shipper."

It is known that the president has been spurring leading members of congress ever since the beginning of the present session concerning the necessity for passing such a measure as the one now in preparation. The president seems finally to have convinced the Republican leaders that it will not be politic to ignore public opinion in favor of a drastic remedy for railway tyranny. The railway interests are so powerful that the undertaking is beset with formidable obstacles, but the president seems determined to push it through nevertheless.

The greatest difficulty in the way of safeguarding producers and shippers from unfair treatment by the railways is the political influence wielded by the several companies. In order to overcome this obstacle Senator Newlands of Nevada, "father of the national irrigation law," makes this suggestion: "Take away the interest of the railway companies in politics by providing for a fixed and just return on their capital and by unifying the control of their operations in a body of great character and dignity, such as I believe the interstate commerce commission to be."

It is on that general line of giving the commission power to regulate freight charges that the effort will be made to curb the railway companies by congressional legislation.

COMMERCIAL ERA OF THE PACIFIC

The probability of an early ending of the Russian-Japanese war is leading to fresh discussion of the outlook for commercial expansion between our Pacific coast states and the orient. The belief is expressed by all competent writers on the subject that a wonderful era of transpacific commerce will begin directly after the war closes. It is assumed that Japan, China and the Russian possessions on the eastern Pacific coast will experience a great period of development, and the conclusion is reached that the requisite supplies of foreign products will be obtained from the United States.

The westward course of commercial empire is easily traced from the dawn of history, and it seems certain that there will be no change in its direction within many future years. The march of commerce was a long time in reaching the eastern shores of the Atlantic, but for three hundred years the commerce of that ocean has been in the lead. Passing across the American continent the sweep of commerce has reached the Pacific shore, and now has just fairly begun to cross to the other side. What the years of the near future have in store for the development and expansion of that commerce is the most interesting commercial question of the present day.

In discussing this subject the Washington Post, viewing the subject comprehensively, says "the day is coming when the Pacific will challenge the supremacy of the Atlantic." Alluding to the commercial start already made, it calls attention to the fact that "before the war with Spain the Pacific was to most of us an unknown sea." But the conclusion is reached that "within the next generation the Pacific ocean will take a place in the world's development commensurate with its expanse and surroundings. Up to the present time it has been merely great and picturesque. The future will, however, bring to it a supremacy as commanding as its enormous size."

What our Atlantic coast is to the commerce between America and Europe our Pacific coast must inevitably be eventually to the commerce between America and the countries of the orient. Half the population of the earth is in the Asiatic countries in direct communication with our Pacific ports. There is a basis for transpacific traffic therefore far greater than is now seen on the Atlantic, and the development of that traffic will necessarily be rapid.

Not far in the future the ports of this coast will teem with commercial activity as the Atlantic ports do now. The ever-increasing oriental demand will cause the expansion of manufacturing industries in the Pacific states as we see it now in the states bordering the Atlantic. And in time there will be duplicates on this coast of the present day Boston, New York, Philadelphia and Baltimore.

A COAST LINE HIGHWAY

The first step is announced in an enterprise that will mark the beginning of an ultimate California wonder. As described in yesterday's Herald, a modern highway or boulevard is to be constructed along the coast line between San Pedro and Redondo. The distance between these points is seventeen miles, and no person familiar with the coast will doubt that such a modern roadway as is proposed would be one of the greatest attractions in California.

But the proposed roadway by the seaside will not stop at the present Redondo and San Pedro termini. When the work fairly begins and the importance of it is fully appreciated projects will be evolved for its extension at both ends. A glance at the map shows that an oceanside avenue or boulevard might be constructed all the way from Santa Monica canyon to Newport Beach, a distance of sixty or seventy miles on the coast line.

There would be no serious obstacles of an engineering kind to the construction of a roadway on that line, which for magnificence of view and general picturesqueness would be without a parallel in the world. No one who has noted the development of the coast resorts on that line within the last half dozen years can doubt that such a roadway as is now suggested would be "the making" of the whole line of seaside resorts, the present nuclei of future towns and cities.

The coast line highway between San Pedro and Redondo is the beginning, therefore, of what will be in the near future the most beautiful roadway in the world.

Sixth warders seem to be proud of the distinction of having been selected by the gas company as a mark of special persecution. The Sixth ward has a habit of taking good care of itself in a scrimmage.

AN X-RAY VIEW

IF THE CZAR WOULD BUT TAKE A GOOD LOOK AT RUSSIA'S LITTLE INSIDE

—Minneapolis Journal.

GRAND CANYON HOTEL OPENED

LUXURIOUS ACCOMMODATION TO ALL TRAVELERS

Marvelous Building Constructed by the Santa Fe Railway Company on the Highest Point at the Canyon's Rim

El Tovar, the magnificent new hotel built by the Santa Fe Railroad company at Bright Angel trail, on the Grand Canyon of the Colorado, in Arizona, is now fully completed and furnished, and will be formally opened to the public. The world-renowned canyon is year by year visited by an ever-increasing multitude, and the accommodations now to be furnished by the new hotel will make the resort even more popular.

The contention between the Santa Fe company and the Cameron brothers, locators and owners of the trail, has been settled by the courts, and an agreement has been reached whereby liberal toll is paid for the use of the property by the Santa Fe and its patrons. Cameron brothers will maintain a hotel and camp at the head of the trail, where accommodations can be had at popular prices, and Bright Angel hotel, now managed by the Santa Fe company, will probably be continued as a medium-priced hostelry.

El Tovar, literally the Landsman, has the historical distinction of being the first white man to see the Grand Canyon. He was a Spanish nobleman attached to the exploring expedition led by Coronado, which about the year 1540 went north from central Mexico in search of the fabled "Seven cities of Cibola." In his honor and to perpetuate his name President Ripley of the Santa Fe very properly decreed that the splendid hotel on the canyon's rim should be known as El Tovar.

The design for the hotel was worked out, in detail, by the general officers of the Santa Fe Railway company, Mr. Ford Harvey and his staff. Mr. R. H. Wells, of the chief engineer's office, of this city, was the superintendent in charge of construction. Like all of the Santa Fe hotels, it is a Harvey house, and the impress of the Harvey system was made upon the plans and general arrangement of the building and its accessories by the personal direction and supervision of Mr. V. Vezette, a trusted representative of the great catering concern.

A Marvelous Building

The building surmounts one of the highest and boldest of the many striking view points upon the canyon's rim. About equidistant from Rowe's and O'Neil's points, and less than an eighth of a mile from Bright Angel trail, and near the railroad, it is admirably located. From its balconies an unobstructed view of the mighty chasm can be had far down the sheer perpendicular more than three thousand feet to the plateau and Indian Springs gardens; again down almost as deep to the river, across and over crags and peaks and cones and turrets of a hundred nameless tints and hues to the farther rim, fourteen miles away; then on and on in illimitable space past the painted plain to the Buckskin Mountain range, while looking east and west the wonders and beauties of the royal gorge stretch away in chaotic splendor far as the eye can reach.

The general design of the hotel is of composite form, partaking of the Norwegian and Swiss, with a tone of rustic prevalent throughout the whole inside and outside finish. The house contains one hundred and one guest chambers, with spacious rendezvous, public and private dining rooms, well appointed and large kitchen, storage rooms, and all of the accessories of a perfectly planned hotel. The rendezvous and dining rooms will be finished and furnished and decorated in keeping with the suggestions from the old north land, while everywhere will be seen the best specimens of the handiwork of the Navajos, Walpi, Hopi, Zuni, Supai and other Indian tribes adjacent to the canyon. A sideboard and screen for the dining room present in all the blazonry of El Tovar coat-of-arms shield and buckler, with copper finish and weathered oak, a faithful reproduction of the costliest and most venerable of the styles of Ferdinand and the Charleses and the best days of old Castile. The rooms are elegantly furnished. The floors are laid in the best products of the eastern looms and half a dozen of the best furniture factories have been drawn upon for the elegant Napoleon, Louis XIV, Mission and Colonial creations in oak, cherry, birch and solid mahogany.

Revelation to Tourists

Mr. C. E. Brant and his accomplished wife, but recently from Mackinaw, Michigan, will have charge of the hotel. They are adepts in their respective lines, and will add vastly to the popularity of the house. It will be a revelation to many a tourist and traveler after a dreary ride over an arid and forbidding desert to find on the canyon's rim, in an Arizona wilderness hotel accommodations quite as sumptuous and satisfactory as can be had in New York or London. The hotel will be complete in all details as to electric lighting, cold storage and ice plants. Mr. H. L. Benjamin, of Kansas City, member of the Harvey system, recently inspected the hotel and pronounced it practically perfect in all its appointments.

Many side attractions will be afforded the visitor to the canyon. A Hopi house, of five stories height, built of sticks and mud after the plans of the native tribesmen, has been erected near El Tovar hotel. It was built under the direction of Dr. H. R. Voth, who for a number of years was missionary among the Hopi, and is now connected with the Field Columbian Museum, of Chicago. Dr. Voth is a trusted friend of the Hopi Indians, having been admitted to full fellowship in all of their religious services and permitted to officiate as priest at their altars. The house is a minute reproduction of the combined dwelling place, temple, inner court and sanctuary of a Hopi settlement. With its squat four or five stories, low and narrow doors and passage ways, dimly lighted halls, and devious, winding staircases, it is a puzzle and a study for all who can see it. Altars for religious services are reproduced and in exact detail, and relics and curios illustrative of the history and lives of the people will be displayed in great profusion.

An Indian village will be located near the hotel, and representatives of the principal tribes thereabout will live in all the primitive native simplicity of their own forests and reservations. Navajo women will card, spin, dye and weave the wool into blankets and rugs before the eyes of the visitors; Zuni and Hopi will make their pottery, baskets and other of the wonderful handiwork in wickiups and tepees and ovens and kilns precisely as they do in their native haunts in the forests and mountain fastnesses.

Easily the greatest natural wonder of the world the Grand Canyon holds first place in the interest of intelligent travelers. Even when the journey had to be made by stage coach, and accommodations at the rim were confined to possible tents and meager fare it was frequented by thousands yearly; but now that the trip is made by rail, with ease and comfort and close connections, hotel accommodations afforded which will answer the demands of all classes and conditions, coupled with the side attractions and educational advantages of a brief stay among the aborigines the canyon will not fail to prove more than ever a popular resort.

HINTS BY MAY MANTON

Breakfast Jacket 4935

Tasteful breakfast jackets belong in every complete wardrobe. This one is quite simple at the same time that it is becoming and attractive and is available for a variety of materials, but, as illustrated, is made of old rose French flannel with banding of white silk and embroidered figures in the scallops. The double cape collar makes a noteworthy feature and the wide sleeves contribute largely to comfort, at the same time that they are graceful.

The jacket is made with fronts and back, fitted by means of shoulder and under-arm seams, and is confined at the waist by means of a ribbon bowed at the front. The two collars are arranged one over the other and finish the neck, and the wide sleeves are made in one piece each.

The quantity of material required for the medium size is 4¾ yards 27, 4⅝ yards 32 or 2¾ yards 44 inches wide.

The pattern 4935 is cut in sizes for a 32, 34, 36, 38, 40 or 42 inch bust measure.

PATTERN NO. 4935.

Size .....

Address .....

.....

A paper pattern of this garment can be obtained by filling in above order and directing it to The Herald's pattern department. It will be sent post paid, within ten days, on receipt of ten cents.

A great many men think they are being artistically bohemian when they are only getting disgustingly drunk.

DR. BROWN AND MIND CURE

Student of Occult Forces Advises Ministers to Study

LOS ANGELES, Jan. 12.—Editor Herald: "Mind can cure diseases and is responsible for all manifestations received and accepted by mediums and spiritualists."

Thus saith Dr. W. L. Brown to the preachers of Los Angeles at their weekly conference held on Monday last. Congratulations are in order, inasmuch as it has proven our brother to be the Moses leading men of intelligence (who have been taught to fear) out of this wilderness of darkness into the light of truth.

All so-called hidden laws of God are being brought to the surface and analyzed, some through scientific minds, from the heights of the most intellectual dome of reason to that of a babe in its otherwise total deficiency, for out of the mouths of these have some of the grandest proofs been given that man is an immortal soul.

We heartily agree with the doctor that mind in many cases is responsible for the supposed ailments of the flesh and believe these curable through the law of suggestion, providing the patient is not aware of this being the method of cure. All mental healing by whatsoever name, including Christian Science, has as its foundation, suggestion.

The writer, being a sufferer of real bodily pain for some years, sought relief through these various modes and teachings. The metaphysical teacher saith, "Thou art God;" the spiritualist healer saith, "Big Indian chief can cure thee," and the Christian Science healer saith, "It's a delusion, there is no pain nor sensation in matter."

Truth alone can make us free. We are not free when fear dominates. A man-made god of jealousy and revenge and a man-made devil hath developed a race of limitation, just as you create a god or devil, so art thou molded. Rev. Robert J. Burdette asks in his Sunday sermon: "Can a lie last a hundred years?" (Referring to the Bible, which has lasted 4000 years). Yes, brother, a lie can last just as long as you can find a susceptible mind. Take the Santa Claus lie for instance, and this lie is applicable to all other lies that cannot bear the light of scientific reasoning. We have been fed on, "Thus saith the Lord" for centuries until we are so impregnated with unprovable things that we would war with one another and die for isms that were the cloaks of our forefathers.

Since Dr. Brown has urged the ministry to lay aside fear and investigate these subjects of psychic forces, telling them to read up on it so as to be able to combat it, it is to be hoped they will heed. The writer would extend an invitation to any minister of the city, Dr. Brown included, to her home at any time, where she will gladly give of her knowledge and experience through years of earnest investigation in the realm of soul. Freely have I received, freely will I give, without money and without price. Truth will never harm the soul, but it requires ages to outgrow an inherited lie. So come, let us reason together; 'tis the only pathway that leads to peace and God.

MRS. M. EMILIE KRATZ,
531½ Crocker street.

STREET CAR ACCIDENTS

How They Are Easily Averted in Old Boston Town

LOS ANGELES, Jan. 12.—[Editor Herald]—While not intending to criticise the car man or car companies (which for progress and enterprise seem unexcelled) the frequent and often serious accidents daily reported show that something is lacking in the selection or discipline and education of the car men. Either fear of accidents or their consequences dazes the men, or they lack skill and courage to face certain emergencies when quick action is needed. It cannot be that they are indifferent to consequences or that the brake and motor machinery is defective. I sometimes wish, though comparisons are odious, that every car company in the country would take lessons of the motormen in Boston, who either are provided with better brakes or have more skill in stopping or starting cars. I well remember witnessing the skill of Boston motormen when, before the subway was completed, hundreds of street cars would be bunched together near the Common and Park street, and each car had to creep along at almost a snail's pace, and yet made all the progress possible under such conditions. Each motorman had perfect control over his car, moving or absolutely stopping it without a jar, in a second, and within less than a foot's advance or progress. The Boston motorman's quiet, firm and effective control of his car was wonderful, and persons could cross the street in a space of three or four feet between cars in perfect safety, so masterful was the motorman's skill and so careful was he of human life. M. C. S.

COMPLIMENTS THE HERALD

CHICAGO, Ill., Jan. 10.—[Editor Herald]—Having read the Herald for many weeks and appreciating the typographical appearance of the paper and the advertising columns in particular, I write to let you know that at the beginning of this new year the press has everything in its favor from the people of the United States, and if right, truth and justice prevails in the future it will be owing to the determined work of the newspapers. Let the government of the continent of America sustain the newspapers in their noble efforts for promulgating truths and not falsehoods, and soon there will be a premium on truth.

HENRY C. STRONG.

Mike—Sure, th' doctor said Oi had "tobaccy heart."

Pat—Ye'r safe, thin, Mike. If ut's anything loike th' tobaccy ye smoke ut's strong enough to shtand anything. —Puck