

LOS ANGELES DAILY HERALD

BY THE HERALD COMPANY. FRANK G. FINLAYSON... President ROBT. M. YOST... General Manager

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THE HERALD'S CITY CIRCULATION

THE HERALD'S CIRCULATION IN THE CITY OF LOS ANGELES IS LARGER THAN THAT OF THE EXAMINER OR THE EXPRESS AND SECOND ONLY TO THAT OF THE TIMES.

Counsel for Senator Smoot said in the final argument that the "Mormon church has received only one revelation in twenty-three years."

What a buzz there is now probably among the feminine members of families of multimillionaires. A diamond has been found in South Africa weighing 3032 karats, the biggest ever.

It is reported that the first automobile has crossed the Andes at an elevation of 25,000 feet. The record of nearly five miles high is a good one, but the ambition of the auto miles to reach the moon, as many of its upward efforts show.

Now is the time for the poets of the Pacific coast to tangle their hair, roll their eyes heavenward and pump up the divine afflatus. The Lewis and Clark exposition managers offer a prize of \$100 for the best ballad on the subject of "The Trail."

The bill increasing the number of superior court judges in this county from six to nine has passed both houses of the legislature. Now it is up to the governor to make three local aspirants happy by dropping the plums into their outstretched hands.

At a sale of oil paintings in New York on Friday \$40,306 was paid for a painting with the title, "Sheep Coming Out of the Forest." That sum of money would buy many thousands of live sheep in California that have already come out of the forest.

Who would have thought a dozen years ago that the United States in 1905 would be borrowing from the Japanese certain features of military and naval training? But so it is, and the "Yankees of the orient" are giving war points to the Yankees of the occident.

Andrew Carnegie has provided for a library building present to Whittier to cost \$10,000. The famous philanthropist is "getting warm" in his nearness to Los Angeles, and he may yet notice that there is a splendid ready-made site for a library building in Central park.

Capt. Baldwin and his daring young navigator propose to astonish New Yorkers with exhibitions of their California airship, after which they intend to beard Santos Dumont in his own airship domain. Good luck to both the inventor and his plucky little skimmer of the skies.

Federal Labor Commissioner Wright has made a voluminous report on the strike troubles in Colorado, the gist of which is the conclusion that the two sides in the quarrel were about equally blamable. Both sides should now resolve to behave themselves, adopting the motto, "Let us have peace."

That is a unique case in Minnesota in which the governor is about to pardon a state convict under three years' sentence in order that he may be taken to San Francisco to be tried for murder in the first degree. In this instance the pardon is likely to point to the gallows instead of liberty.

Senator Beveridge now says, petulantly, that he "does not care what becomes of the statehood bill." To that the people of Arizona will mentally respond, "Same to you." The Hoosier senator has acted from the beginning of the statehood agitation as if he had a personal grudge against Arizona.

Mayor Schmitz of San Francisco seems to be having much trouble with his appointees. The latest evidence of rupture is the dismissal of one of his police commissioners and the resignation of a fire commissioner. As a reformer Mayor Schmitz has not proved to be as great a success as he was when he handled the baton as a band leader.

Another addition to the city's electric railway system has been officially recommended by the board of public works. It provides for a new line from Spring street running eastward to a point on Boyle Heights. The need of the addition is apparent to accommodate the rapid growth of population in that section of the city.

The Dominican republic was without an insurrection for several weeks, much to the surprise of observers abroad. A fresh outbreak is reported now and the republic may be said to have returned to normal conditions. The United States, latterly playing the part of a hen to the brood of southern republics, is stirred about affairs in Santo Domingo even as a hen when its duckling hatch takes to water.

The Caesarian era is recalled by the report of Friday's proceedings in the state assembly. A resolution was passed allowing the committee on state charities and corrections to visit the Whittier school and enjoy themselves generally at the expense of the state, as a senate committee did a few days ago. Only one assemblyman had the grit to vote against the junket. He is Marc Anthony, with an "h" more in the name than Caesar's friend used in his signature.

RELIGIOUS STRENGTH IN UNION

The most remarkable feature of the present religious crusade in Los Angeles is its substantial backing by so many churches of different denominations. Sects that have hitherto manifested the spirit of rivalry in greater or less degree are drawn together now by the magnetism of a great religious effort.

This unity of religious effort, if it could reach a permanent unification of all Christian denominations, would spike one of the most effective guns of modern agnosticism. The Christian is now met at every turn of the religious argument with a reference to the schisms in the general Christian church.

The cohesion now manifested among the local congregations in the revival work which has just been undertaken gives an inkling of possibilities for the greater Christian church of the future, solidified in a single body. In the minds of foremost thinkers on this subject the belief has been growing steadily in recent years that the solidity of the Christian church's foundation depends upon the close union of all its defenders.

The belief has been general among orthodox Jews for nineteen hundred years that the "chosen people" will be gathered ultimately at their starting point in Palestine, and thoughtful Christians long have hoped that the Christian church might again return to the unit at which it started.

IDEAL LAND OF THE ORANGE

The disaster to Florida's orange industry leaves no further doubt that Southern California is the only section of the United States especially adapted to the growth of oranges. That conclusion became general when the sweep of cold weather wrought such general destruction to the orange groves of Florida a few years ago.

During the twenty or twenty-five years since the California orange became a commercial factor in the east the crop has never suffered from cold weather to an extent even approaching the two Florida disasters of recent years. In some years considerable fruit has been damaged by frost, particularly in groves unfavorably situated, but never has more than a relatively small proportion of the crop been lost.

Southern California is in all respects an ideal locality for the citrus fruit industry. Nearly the whole orange output of this section is grown three hundred miles north of the middle line in Florida's orange belt. Yet the temperature here has never been known to drop within several degrees of the mark reported in Florida.

SCHOOL STUDY OF AGRICULTURE

Bills are pending in both branches of the legislature, harmonious in character, providing for "teaching nature study, including the elements of agriculture, in the common schools of California."

In support of this proposition the fact is noted that 40 per cent of the population of the state depends on the various forms of agriculture for a livelihood. There are only two institutions in the state, however, in which even the rudiments of agricultural training are obtainable—namely, the state university and the California polytechnic school at San Luis Obispo.

Several of the older states have recognized the importance of agricultural instruction in the common schools. New York, for example, introduced the feature more than ten years ago, and the bills now pending in the California legislature, here alluded to, are modeled partly on the plan that has proved successful in New York. The southern states have been especially progressive in this direction, the legislatures of Virginia, Tennessee, North Carolina, South Carolina, Alabama, Georgia and Louisiana having each put elementary agriculture on a level with reading, writing and arithmetic.

California is far in the rear of many states in this respect, notwithstanding its foremost place in many branches of agriculture. The expansion of industries in this line is going on rapidly, and the importance of scientific cultivation is becoming more apparent with each succeeding year.

Practical education, the kind whereby the pupil may be best equipped to earn a comfortable livelihood in after years, is the urgent need in this twentieth century. And since 40 per cent of the people of California are dependent on agriculture, the wisdom of such legislation as is now proposed must be apparent to every citizen of the state.

Another object lesson in favor of making Central park a site for the library building was afforded in the arrest of a haranguer on Friday, who was surrounded by a motley audience. Respectable citizens usually avoid the park now because of the disreputable character of a percentage of the persons who lounge there.

The frozen east is thawing out again. New York reports that with 12,000 men and 4000 vehicles it will take nine days to remove the snow from the streets, the cost of which will be \$300,000.

THE LUCK OF LOS ANGELES CITY

Written for The Herald by Col. Joseph D. Lynch

It may be interesting to Angelenos of the present day to know that Southern California has always been the scene of important projects and has been much in the minds of men of influence and note.

When Jefferson Davis was President Pierce's secretary of war he dwelt in one of his reports upon the advisability of building a transcontinental railway along the thirty-second parallel of latitude of which the terminus on the Pacific side was to have been at San Diego.

Grant was not one of these investors, and doubtless for the reason that, in those days, the hero of Appomattox had no money to invest there or elsewhere. His wife and two of his sons have since repaired the omission and have invested heavily in real estate in our charming southern neighbor.

It is a singular thing that of all the schemes which have hovered in the air about Los Angeles every one, without exception, has been fulfilled, the last, that of building the Salt Lake railway, being on the point of accomplishment. This is a curious fact. To borrow an expressive slang term, Los Angeles "always gets there."

A Lively Contest for Points

There was a time when San Diego and Los Angeles had a strenuous contest for supremacy in railway development and I took a hand in the fight myself in the ranks of the adherents of the former. I arrived in the southern city in the late summer of 1872—just a week or so before the arrival of Colonel Thomas A. Scott, then vice president of the Pennsylvania railway and president of the Texas Pacific railway, which had been made up out of John C. Fremont's Memphis & El Paso road and which had gone by the board, sharing the fatality which attended all Fremont's projects.

Energy and Intelligence Do the Work

It must be confessed by any one who looks fairly into the past that the people of Los Angeles have done much to deserve their unexampled good fortune. The place was blessed by a number of citizens who would have been prominent figures in any community.

Notable among these were General Phineas Banning, I. W. Hellman, Dr. John S. Griffin, Prudent Beaudry, Don Benito Wilson, J. de Barth Shorb, L. J. Rose and a goodly addition of sagacious and energetic people, nearly all of whom are now dead. Banning was a man who in himself was equal to a whole chamber of commerce and a vigilant and go-ahead press bureau besides. Prior to the building of the Wilmington and Los Angeles railway

for a while it looked at that time as if there was a very even fight between San Diego and Los Angeles as to which should be the metropolis of the south. There was a strong movement to get Scott to build his Texas Pacific railway to San Diego over the Milquetry range—that was called the "direct route," which had been surveyed by Colonel Sedgewick.

Colonel Scott was accompanied on his trip by a very distinguished party, which included Senator John Sherman, Colonel John W. Forney, Governor Throckmorton of Texas, Dick McCormick of Arizona, and many other men of note. The party had been grandly dined and wined in Los Angeles and they were similarly dined and wined in San Diego, you may be sure.

Of course this decision was like the stroke of death to the people of San Diego, as per contra, it was a beacon of light and hope to those of Los Angeles. When the news came that the great Texas Pacific road was to have its terminus at Los Angeles, for that was what the selection of the San Geronimo pass meant, a gradual decline in the enthusiasm for San Diego began, and attention soon centered on the Angelic city.

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At every stage of her career something has always occurred to help Los Angeles over a hard place. Thus she was tided over the panic of 1873 by her agreement with the Southern Pacific, and over the blue days following the

he owned a stage line between the two places in opposition to one which had been established by Tomlinson. He took an active part in the building of the local railway, and after the completion of the little road he confined his business energies to doing the lightening work at the harbor, which, as business grew, he made to yield him a princely revenue.

The failure of Jay Cooke & Co. and the consequent panic had a marked influence on the future of this city and on many other cities and things besides. Among the rest, it swept the Memphis & El Paso railway into the limbo of things lost upon earth and temporarily ruined Tom Scott.

At the time of the disappearance of Tom Scott and his Texas Pacific railway—for all purposes of Los Angeles and Southern California they had been wiped off the map—the Southern Pacific railway was meandering leisurely down the state. What they intended to do, or where they intended to go, they kept to themselves. At that time they had reached a point south near the northern line of Fresno county. All at once they made a proposition to the people of Los Angeles to build to this city if the county would give them 15 per cent on their county valuation of \$5,000,000, which meant a subsidy of \$750,000, the railway company agreeing to take the Los Angeles & Wilmington railway in part payment.

Then began the tug of war. The enterprising and far-sighted part of the population at once saw the great advantages of having a railway connection with San Francisco and the rest of the state, and in the special election which was ordered entered warmly into the fight for progress. The railway company sent down Col. Hyde, a resourceful politician, to superintend and vitalize their forces. That gentleman was acquainted with all the agencies which at that time were so potent in California politics and the goose hung high. Of course, in a community so intelligent as that of Los Angeles, and which then contained so large an element which could be "influenced," the result could not be doubtful. The railway and the good genius of Los Angeles won the day.

It is pleasant to know that Scott, who was always doing kindly things to others, reconstructed his fortunes. The Pennsylvania railway stood loyally by him, his creditors gave him all the time he asked and he died leaving several millions of dollars to his family. Amongst his assets was a large tract of the famous bean lands of Ventura county, which were managed for him by Senator Thomas R. Bard and which were gradually sold off at prices which, in many cases, made the purchasers rich, but which, at the time of sale, were looked upon as satisfactory considerations. Many of these acres, which are now worth \$200 and upward, were sold for \$5 and \$10 an acre.

FIRST OF THE WIND INSTRUMENTS

By Rev. Chas. de Ceuninck, Chaplain Guardian Angel

Written for The Herald

The wind or pneumatic musical instrument is as old as the animal creation. The principle of it is found in the respiration organ of the animals; the lungs furnishing the wind, the upper part of the larynx (windpipe) giving the sound and the cavity of the mouth producing the nature of the tone.

In some of our churches earthen pots are fixed in the ceiling with the opening downward, for the purpose of improving the acoustic; in other buildings sometimes threads have been spanned across in the upper part, with the object of diminishing the resounding.

First Wind Instruments To say where and by whom the first artificial wind instrument was made would be difficult; but as we see boys nowadays making whistles out of the bark of a tree, outstalks, reedstalks, etc., and that there have been boys since many centuries, we may say that the horn, flute, flageolet and similar primitive musical contrivances are very old.

Some patriarchal shepherd, finding that a cowhorn was hollow, it was only but natural to try to blow through it. Another, finding that a bone of a lamb is also hollow, must have tried to do the same.

Pan is said to have invented a musical wind instrument that bears still his name, viz.: The flute of Pan. It was made first of seven reeds of different lengths joined together, side by side, open at the upper end, and blown with the mouth.

Some other country lad adapted the flageolet, made of reed or bone, to a bag made of skin, and created the bagpipe, which is still very common in Scotland, Italy and Tyrol. The bag first filled with wind, then pressed under the arm supplants the blowing with the mouth, at distance, and has naturally suggested the idea of the first pipe-organ and all other musical instruments furnished with bellows, such as grind-organs, cook-organs, reed-organs, pianolas, etc.

First Organs In the Bible (Gen. iv. 21) we find Jubal quoted as the father of the organists, but no mention is made of the kind of instruments they looked like, or whether he was an artist him-

self, an organ grinder or music master. The pneumatic organ was already in vogue in the fourth century and known in detail by St. Augustine, who gives a clear description of it in his commentary of the fifty-sixth psalm.

A similar organ was sent to Pagan, king of France, by the emperor of Constantinople, A. D. 757. A priest of Venice, Italy, named George, carried along with him to the west the hydraulic organ. Porphyre Optacius, who lived in the fourth century, speaks of the hydraulic organ, but the name itself suggests that it was moved by some waterpower.

Elphegus, abbot of Westminster, England, had made to order the largest organ quoted in the musical annals of the Middle Ages (tenth century), which is not to be compared with the one exhibited and played at the exhibition of St. Louis. In the organ of today are found all the wind instruments of old and modern times, and, according to Felix Clement, a great French musician, it is the only one worthy of associating its majestic voice with the pomp of divine worship and contributing to the splendor of its ceremonies.

An Idea for Organ Builders Some thirty years ago I came across an old grind organ in a garret. There was no sign of any pipe inside, but after close examination it was found that the pipes were made horizontally in the bottom of the box, which had a double floor. This might suggest to the organmakers of today the idea of making the largest wooden pipes the same way. A double floor with partitions of the side and length of desired pipes can be easily set apart for that purpose in any building where the organ is to be placed permanently.

In the organs of today we find some stops whose pipes are not tuned upon the diapason of the ground stops; they give the tierce, the quarte or even the quinte of these last ones when played together. The result of this combination is called plain jeu or jeu de mixture. The tones of these apparent discordant stops are mingled with the other ones in such a manner as to seem the same diapason, leaving off their original dissonance but a certain sharp whistling. This contributes to enhance

the effect of the ground stops with some character of rusticity not unpleasant to the ear. The whole may be compared with the concomitant tunes heard in the bells, of which mention was made in last Sunday's Herald.

Primitively the stop called the nightingale, and a part of the jeu de mixture, was nothing but a whistle blown through a glass filled with water. Unluckily, the water drying out, it happened very often that the bird made nothing but a continual shrieking tone. The nightingale is left out of the organ by the modern organ-makers, who seem to be of a more practical turn of mind than their predecessors.

There is an old musical instrument called Jewsharp which may be considered as the hyphen between the bells and the string instruments. It is composed of a ring having the shape of an old corkscrew handle and a narrow steel blade. The harp is placed horizontally against the mouth, whose concavity modulates the sound when the blade is struck by the thumb. It has nothing in common with the cymbal or any string in its mode of being caused to vibrate. Although a very imperfect contrivance, that Jewsharp has suggested the idea of the beautiful music boxes of today.

(Continued in next Sunday's Herald.)

SMILES

Beggar—Kind sir, could you help a victim of the trusts? I am starving! Citizen—How are the trusts responsible?

Beggar—They shut down the factory where my wife had a job, sir.—Puck.

First Promoter—You say \$50,000,000 is about the value of your mine holdings? Second Promoter—They're worth every bit of it.

First Promoter—You ought to incorporate. Second Promoter—I would, but it costs \$2 to incorporate in this state.—Pittsburg Post.

Oldwed—Do you use condensed milk at your house? Newwed—No; but my wife gets busy occasionally and turns out a condensed cake.—Atlanta Constitution.