

OYAMA REPORTS RUSSIANS' LOSS

NINETY THOUSAND MEN WERE KILLED AND WOUNDED

MORE THAN 40,000 PRISONERS

He Enumerates a Large Quantity of Arms, Equipment and Provisions Taken—Engagement Named Battle of Mukden

By Associated Press. TOKIO, March 12.—Field Marshal Oyama, reporting today says: "Prisoners, spoils and the enemy's estimated casualties against all our forces in the Shakhe direction follow, but the prisoners, guns and spoils are increasing momentarily."

"The prisoners number over 40,000, including General Nachmoss. The killed and wounded are estimated at 90,000. The enemy's dead left on the field number 26,500. The spoils, include two flags, about sixty guns, 60,000 rifles, 150 ammunition wagons, 1000 carts, 200,000 shells, 25,000,000 rounds of small arms ammunition, 75,000 bushels of cereals, 275,000 bushels of fodder, 2000 horses, 1000 carloads of clothing and accoutrements, 1,000,000 rations of bread, 70,000 tons of fuel and 6000 tons of hay, besides tools, ten bullocks, telegraph wires and poles, timber, beds, stoves and numerous other property."

"No report from the Singking direction has been received. "The battle has been officially named the battle of Mukden."

CHICAGO WILL BE UNDER WATER

SCIENTIST SAYS IT WILL BE SUBMERGED SOME DAY

Depth of the Great Lakes is Increasing, Which is Cause for Rejoicing Among the Ship-owners

CHICAGO, March 2.—Scientists and marine men are at a loss to explain the phenomenal rise in the waters of the Great Lakes during the last ten years. The ship owners rejoice over the unusual condition, for every foot of added draft for their monster ships means thousands of dollars in freight earning capacity. Scientists, however, shake their heads and recall the prophecy by Prof. Maury of Columbia that the entire lake region is tilting toward the Mississippi river and in time—a long time, of course—Chicago will be submerged. At the present rate, however, it will not be so long by several thousand years, as figured out by Prof. Maury.

During the year Lakes Michigan and Huron have increased in depth one and two-thirds feet. Lake Ontario has gained three feet, Lake Superior is almost stationary, the gain being but a fraction of an inch. Lake Erie has increased almost two feet. Heretofore, as far back as any record has been kept, there has been an ebb and flow every seven years. The highest point would be reached every seven years and then the decline would be steady for a corresponding period. But the seven years expired three years ago and the increase has been very much larger, proportionately, since. The vast new volume of water is not due to increased rain and snow fall, because the precipitation for five years has been below normal.

The generally accepted theory is that the lakes are being fed by hidden springs, but the tilting process of the entire vast plateau, advocated by Prof. Maury, finds acceptance among the leading scientists. Even this theory is hard to square with the fact that if the increased depth at this side of the lake is due to a tilting of the plateau there should be a corresponding shallowness at the other side. This is not the case. The increased depth of water extends over the entire lake and the lake region.

When the drainage canal, carrying millions of tons of water to the gulf was opened, engineers generally predicted a lower stage of water in the lakes and Canada even proposed to enjoin the draining of so great a body of water. Contrary to predictions, the water in the lakes has been rising ever since they were tapped.

Crops Will Be Benefited SAN BERNARDINO, March 12.—Rain has been falling here most of the time the past twenty-four hours, and the rainfall for this point for the season has now reached 13.5 inches. The rain will do a vast deal of good in this section, as crops will be made to mature. The hay and grain crop this year promises to be the greatest ever sown in this part of the state.

STRONGLY FAVORS GAS ORDINANCE

COUNCILMAN HAMMON GIVES HIS VIEWS

READY TO ACT ON MATTER

Second Ward Member Says People Want Measure Passed and Their Wishes Should Be Considered

"I intend to do all in my power to bring the ordinance regulating the sale and price of gas, and providing for inspection of meters, before the committee of the whole, or out of the committee and before the council at the session this morning. I have received many letters and personal calls from my constituents in regard to the subject, and after a careful investigation I find that it is the will of nine-tenths of the people in my ward that the gas ordinance be passed. Therefore I will work for its passage." Councilman Hammon of the Second ward.

That some surprises will be sprung in regard to gas legislation at this morning's session of the council is indicated by the fact that the cause of the people against the gas monopoly, which was first taken up by The Herald some months ago, is gaining recruits every day among the lawmakers of the city. Another councilman has been added to the list of those who declare it is the plain duty of that body to abide by the will of the people.

Councilman Hammon of the Second ward stated several times that he is ready to act on the subject when it is brought up, and has now determined to take the initiative if necessary. He said yesterday: "For some time I have been carefully probing this subject of regulating the gas monopoly, hoping to find the correct solution. It is a subject of grave and vital importance to the citizens of Los Angeles."

"During the past few months, and especially in the last three or four weeks, I have thoroughly canvassed the ward which I represent, and have also had a great deal of correspondence on the subject. I am now firmly convinced that nine-tenths of the citizens of my ward desire that the ordinance as prepared by the city attorney be passed by the council."

People Have a Voice "The people are the ones for whom we are legislating and they have a right to have such laws as they desire passed. We are here to do the will of the people of Los Angeles, and I intend to do all I can to secure the passage of the measure. Of course, if the other members of the council desire to defer action on the ordinance until a special meeting of the committee of the whole can be held some time during the week I am willing to give them any time as they desire, as I am in no way trying to dictate. However, I intend to bring the ordinance before the council with the help of the two other members who are already favoring it openly."

This declaration on the part of Councilman Hammon, coming as it did immediately after Councilman Hiller's action in issuing an equally strong statement on the subject has had a marked effect on the council as a whole.

Three Votes Assured According to one member interested in the measure, there are three votes already assured for it should it come to a vote immediately, and it is almost certain that a fourth will be added today. This legislator is firmly convinced that at least one councilman who has heretofore kept out of the question will vote for its passage when it comes before the council. If this theory is correct, it will divide the council evenly on the vote, and President Summerland will be called on to cast the deciding vote. But, according to a prominent city father, if the measure is voted on and the vote promises to be close there will be a bolt and the gas ordinance will become a law. This councilman says the question that confronts the city fathers when considering this subject is a serious one, for great pressure has been brought to bear on each representative of the people in the council chamber, and it is believed that they will be afraid to oppose the measure in open session.

Patrol Stuck in Mud The merchants' fire patrol automobile stuck in the mud on Bellevue avenue last night. Cars were delayed until the big machine could be pulled from the street.

Rainfall at Redlands REDLANDS, March 12.—There has been a rainfall of 1.80 inches here up to 3 p. m. and it is still raining. A heavy wind has accompanied the showers this morning.

LOS ANGELES ISOLATED

Los Angeles was almost entirely cut off from telegraph communication with the rest of the world last night, by reason of the storm. It was not possible to get news from the north and but meager reports were received from the east. For a short time it was possible to communicate with Chicago and Kansas City and a few dispatches were received from those sources. Late in the night communication was established with New York long enough to get through a brief cable from Tokio. Aside from these few messages Los Angeles remains in ignorance this morning of what has transpired in the rest of the world.

BIG PROFIT MADE BY MEAT TRUST

PACKERS AVERAGE OVER \$7 FOR ONE STEER

Figures Show That the Combine Makes Fifteen Per Cent Per Head on All the Cattle It Purchases

Special to The Herald. KANSAS CITY, Mo., March 12.—Cuthbert Powell, commercial editor of the Journal, for more than a quarter of a century, in close touch with the packing house and live stock interest of the west, has prepared an extended article, based on accurate figures, showing that Commissioner Garfield did not know what he was talking about when he reported that the packers made a profit of only 99 cents a head.

Mr. Powell shows that the average net profit to the packers instead of a paltry 2 per cent on the price of the cattle, is 15 per cent, or 15 per cent on the price of cattle, and that this profit is divided every two to four weeks—twice to twenty-four times a year.

Value of Steer Taking actual figures in one of the largest plants as a basis for his calculation, Mr. Powell shows, by an average of the operations for a year, that the average value of a dressed steer is as follows: Hides, \$7.25; fats, \$5.55; offal, \$2.25. Total, \$15.05.

This takes no account of the clear meat, which averages from fifty-two to sixty-two pounds to the hundred as the animal stands on the hoof.

A steer weighing 2000 pounds in the yards will yield 1600 pounds of marketable beef and by-products worth \$15.40 besides.

Cost of Cattle Native steers average on this market \$4.75 per hundredweight, which would make their cost at the yard on the hoof \$57.25.

Taking from this the value of the offal, the cost of the net carcass to the packer is \$42.09. Now, for this carcass, the same date, packers were receiving an average of 7 1/2 cents per pound. This would give for the 700 pounds of meat \$52.50 for the average. From this must be taken the cost of killing, which is approximately 50 cents per head, leaving \$52 net for the carcass. Deducting from this \$42.09, the cost of the live animal after allowing \$15.14, the value of the offal, and there remains a gross profit to the packer of \$9.91 per head.

These figures make no account of the heavy profit in stock yards charges or the rich yield from the private car lines owned by the packers.

LOS ANGELES NAVAL MILITIA WILL CRUISE

Will Go South With Pacific Squadron Today for Target Practice

Special to The Herald. SAN DIEGO, March 12.—The Pacific Squadron, under command of Admiral Goodrich, will sail for the south tomorrow noon for target practice and the Los Angeles division of the naval militia of Los Angeles will go with the flagship as a part of the squadron. The Los Angeles members of the naval militia arrived this afternoon, twenty-six strong, in command of Lieut. Woodbine, Chief Engineer Croastian and Ensign Maniel.

The San Diego division will turn out about eighteen men in command of Lieut. Commander Roscoe Howard, Lieut. Frank Sargent and Ensign Claude Hissar. They will go aboard the Chicago tomorrow morning at 9 o'clock. It is expected that the trip will occupy about two weeks and that the California sailors will be brought back by the Chicago or by one of the other boats if the flagship does not return.

Deep Gully in Main Street Main street in the vicinity of Sixth was much damaged by the storm. Just north of Pacific Electric building sections of the asphalt pavement were washed away and a gully about a foot deep and rods in length resulted. The hole soon filled with water and danger signals were posted warning drivers.

SEVEREST STORM IN YEARS SWEEPS ENTIRE SOUTH COAST

Wind Attains Velocity of Fifty Miles an Hour

RAGING SEAS CARRY AWAY LARGE PIER

Traffic Impeded, Wires Down, Streets Flooded, Trees and Awnings Demolished

The precipitation in Los Angeles from the storm which swept Southern California yesterday was one and a half inches, making a total of 13.72 inches of rainfall for the season. The wind reached its height at noon, recording a velocity of thirty-six miles an hour. Serious damage was done at Ocean Park and other coast towns, the long pier at the former place being partially washed away by the furious seas. At San Pedro the wind attained a velocity of fifty miles an hour, but little damage was caused. In the city many of the streets were flooded, the water being several feet deep in some of the downtown thoroughfares. Considerable damage was done to street car lines, both in and out of Los Angeles, and traffic was badly impeded. Hundreds of trees were torn from their roots and hurled about by the wind as missiles. The awnings on many buildings were completely demolished. Telephone and telegraph wires were down in many instances and Los Angeles was practically isolated from the rest of the world for hours. Reports show that the heaviest rainfall was recorded at La Canada, the precipitation being six inches.

Southern California, and particularly the district surrounding Los Angeles, was treated yesterday to what an old timer called a "real storm, like we used to have in the eighties."

A heavy rain fell during the day, accompanied by a wind which broke the records of recent years, reaching a velocity of thirty-six miles an hour. The damage all over the city is considerable, especially to the streets.

Four hours cars were blocked and all day the residence and business thoroughfares were turned into veritable rivers of water, in most cases covered with the scum of oil.

Along the coast the storm was severe, the wind blowing fifty miles an hour at San Pedro and tearing the wireless telegraph mast from its fastenings. The heaviest damage is reported from Ocean Park, where the wind hurled the mountainous seas against the pier with such force that it at last gave way, resulting in about 100 feet of the structure being completely wrecked.

Big Rise in River A great volume of water flowed down the Los Angeles river Sunday, the stream being about forty feet wide and of considerable depth. Usually the river does not make much of an impression upon the casual observer, but yesterday and last night the roar of the water as it passed down under the First street bridge attracted attention and was heard above the rumble of the passing street cars.

A report reached The Herald at a late hour last night that there had been a cloudburst at Burbank and it was expected that the river would show a considerable rise.

The wires were down, and up to 2:30 o'clock this morning communication with Burbank could not be had. Rain fell during part of Saturday, but the real storm did not come until early yesterday morning, when rain fell steadily nearly all day, with occasional heavy downpours by way of variety. Streets in the lower portion of the city resembled rivers and in the hill sections the water rushed down the gutters with such force that rocks of all sizes and in some cases bricks were carried for blocks, to be finally deposited in piles against the street car tracks on residence streets, or scattered on the pavement of business thoroughfares.

Car Lines Blocked Street cars were blocked several times during the day, but by strenuous efforts on the part of the track crews most of the lines were kept in operation. So heavy was the downpour, however, that it was almost impossible to board or alight from a car without wading through a veritable river of mixed water and oil.

A car running on the West Temple street line was derailed late in the afternoon while going at full speed the front trucks leaving the track and turning toward the curb, while the rear trucks kept the track before the car could be stopped it had swung around at right angles and was across the other track thus blocking traffic in either direction. The Pacific Electric company hurried a "wrecker" to the spot, but in its efforts to pull the derailed car back on to the track the "wrecker" broke the flange from one of its own wheels and was thus rendered helpless. Operations were delayed until another "wrecker" could reach the spot, haul out the first one and then drag the car back to the



OCEAN PARK PIER IS PARTIALLY WRECKED

rails. This delayed traffic on the line for several hours.

Tracks Piled With Mud The Westlake, West Temple, Angelino Heights and West Adams street lines of the Los Angeles Interurban company were tied up during the afternoon by the great piles of dirt, sand and rocks washed on to their tracks by streams of water that came rushing down from the hills. By putting a large force of men at work clearing the track, cars were again able to run by 8 o'clock in the evening and a tentative service was maintained. The other lines operating in the city managed to keep up a semblance of service all day, though those lines running through the hill district were blocked several times.

Damage from water was considerable, but the wind, which blew steadily all day at a high velocity and at noon was blowing thirty-six miles an hour, played havoc with trees, awnings and even plate glass windows all over town.

Many Awnings Damaged At times the wind came in terrific gusts and wrenched articles not securely fastened from their places. One especially vicious gust tore the awning from the front of the Jones building, 200 North Broadway, and slammed the iron pipes against the window, splintering a large show window built of three panes and worth about \$700.

The awning in front of the Newell Mathews building, on North Los Angeles street, was jerked loose and in falling the wooden framework broke one of the large front windows, costing probably \$100.

In the eastern section of the city the wind was especially heavy, and on Downey avenue, near Daly street, a tremendous eucalyptus was torn from its roots and thrown by the wind across two barns, completely demolishing one owned by C. S. Deline and causing about \$100 damage to another which is owned by Mrs. E. P. Griffen. Neither barn was in use and no animals were injured.

Narrowly Escapes Death A pedestrian on South Main street, just below the Belasco theater, had a narrow escape from death. At this point a large tree stood back from the sidewalk, and when the man, whose name could not be learned, was passing, the tree was swaying in the wind and suddenly it fell with a crash, full upon the careless passerby, who was all unconscious of his danger.

Caught in the thick branches, the helpless man was first crushed and then twisted to one side as the tree rebounded and settled again on the ground. Men who happened to be near rushed to the assistance of the man imprisoned among the damp boughs and he was finally extricated, scratched and torn, but safe and not seriously hurt. Witnesses declare that his escape was nothing short of a miracle, and say that had he not been caught first by the thick branches and brushed to one side he would have been killed by the weight of the tree's trunk.

Many Trees Blown Down Trees were blown down all over town, an especially handsome one being torn up in Central park. Several of the old monarchs in the old 'Childs' place on South Main street, were also twisted off about ten feet from the ground.

The damage to the streets promises to be heavy, as many of the residence thoroughfares were turned into rushing rivers and the surfacing entirely washed away, while in others the water cut deep gullies.

Reports from outlying towns and up and down the coast are that the storm is of a general character, the wind blowing a hurricane at various points on the coast, reaching a velocity of fifty miles an hour at San Pedro and blowing down the wireless telegraph mast, so that Catalina is completely cut off from communication with this side of the channel. The telephone wires between Los Angeles, Redondo and many other points were blown down.

Washout Near Santa Monica The Los Angeles Pacific company's line to Hollywood and Santa Monica was tied up by a small washout at 5 o'clock yesterday afternoon. The constant washing of the water caused the bridge across Lake Shore avenue to sink almost a foot. This also stopped traffic on the Glendale line.

La Canada reports a precipitation of

(Continued on Page Two)

TO BUILD NEW ROAD

Los Angeles to Goldfield, Nevada

SALT LAKE MAY RUN FROM LAS VEGAS

Rich Territory Will Be Speedily Opened

IMPORTANT CONNECTION WITH GOLD COUNTRY

Road Will Increase the Commerce of Los Angeles at Least a Million Tons a Year and Add to Prosperity of This Great City

A million tons of freight a year, figuratively speaking, added to the already large commerce enjoyed by Los Angeles and vicinity, with the enormous ocean traffic that will come when the harbor at San Pedro is completed; the opening of a vast area of country, immensely rich in mineral deposits and agricultural and foreign products, to the new gateway of the Pacific—Southern California—an empire in herself!

This is the plan now under consideration by the Salt Lake road, the scope of the project being to build a branch railroad from Las Vegas, Nevada, to Bullfrog, Goldfield, Tonopah, and to effect communication with all that portion of the country.

It is said the Southern Pacific and Santa Fe have been planning to build into Southern Nevada, via Mojave and Keeler, the latter place being the terminus of a narrow gauge road running through Owen's valley. This line commences at Monthouse, where a broad gauge road from Reno terminates. The narrow gauge is controlled by the Southern Pacific, but the broad gauge is owned by D. O. Mills and other eastern capitalists.

Cost of Road Small According to a high railroad official, it will not cost more than \$15,000 a mile to construct the proposed new line. If the Salt Lake decides to build from Las Vegas to Bullfrog, a distance of a little over a hundred miles, the outlay will be comparatively small, considering the enormous traffic that will follow its completion.

By the building of this line Los Angeles will be assured of practically all the rich commerce that is now going to San Francisco, as there will be a saving of several hundred miles in handling freight into and out of southern Nevada.

Vice-President J. Ross Clark of the Salt Lake railroad stated to The Herald yesterday that his company is investigating conditions in southern Nevada, especially in the mining districts, with a view of building in there in the near future.

"We have been collecting information regarding that section of the country for some time," said Mr. Clark, "and it is probable that our company will take definite action when the details concerning the opening of the new Salt Lake line are completed."

To Start Work Soon Some time ago the chamber of commerce realized the importance of interesting the railroads in this proposition and appointed a committee to further the movement. The question was taken up with the Salt Lake people and at the time they seemed favorable to it. Since then, however, they have been closely watching developments in southern Nevada and have about determined, it is said, to commence construction of a line from Las Vegas to

THE DAY'S NEWS

- 1—Favors gas ordinance
2—Storm in Southern California
3—Railroads seek harbor frontage
4—Editorial
5—Crusade against saloons started
6—Sports
7—Mining
8,9—Classified advertisements
10—Southern California news

EASTERN

Scientists say lake region is tilting up and that Chicago will eventually be submerged. Authority on the subject says that beef trust is making an immense profit, averaging over \$7 per steer.

COAST

Mayor W. H. Balliache of San Diego, a personal friend of Lincoln, is dead. Traveling man is held up, beaten and robbed at San Bernardino. Employees of Carnival company is accidentally killed at Pomona.

LOCAL

Severest storm in years sweeps entire southern coast, damaging pleasure piers, impeding traffic on railroads, tearing wires down, flooding streets, and otherwise destroying property. Thieves well repaid for robbery of East Third street room. Dr. C. W. Bryson accused by J. E. Harcourt, gun swindler. Railroads said to be planning to grab harbor frontage. Crusade against saloon starts with monster mass meeting in Temple auditorium. Salt Lake to build new line from Las Vegas to Bullfrog, thereby placing Los Angeles in direct communication with rich Nevada country. Councilman Hammon declares himself strongly in favor of gas ordinance. Speaker Freestot returns from Sacramento.

PIER IS WRECKED AT OCEAN PARK

DAMAGE TO CITY AMOUNTS TO THOUSANDS OF DOLLARS

Three Hundred Feet of Wharf Destroyed and One Hundred Feet of Santa Monica Pier Carried Away

Special to The Herald. OCEAN PARK, March 12.—"This storm has already cost our city thousands of dollars and there is no telling where it will end," said Dana Burks, mayor of Ocean Park, in an interview this evening.

For a little more than twenty-four hours Ocean Park has been in the throes of one of the worst and most destructive storms of recent years. Rain has fallen steadily, accompanied at times by a high wind that carried all before it. The sea has pounded three hundred feet of the Pier avenue wharf to splinters and more than one hundred feet of the Santa Monica pier has fallen victim to its fury. Hundreds of dollars worth of gaudy carnival decorations have been ruined and this afternoon hang limply in the breeze as if in mockery to the carnival promoters who are as gloomy as the streets are desolate. Not one dime has been paid into the box office by 6 o'clock, although the "grand opening" was billed for yesterday. Inside the vast inclosure dozens of men and women stood about under the folds of leaky tents discussing the probabilities of a let-up in the storm and those merchants who had stocked up in anticipation of a carnival rush were discouraged at the outlook.

One of the heaviest losses incurred to merchants by the storm will fall on the Dutton Drug company, whose large plate glass show window was blown in shortly after noon.

At Venice no apparent damage has resulted, although the uncompleted wharf has at times been almost hidden from view by mighty waves which wash far up to the beach.

Tonight dozens of men and boys are busily engaged along the ocean front saving lumber from the wrecked piers.

PERSONAL FRIEND OF LINCOLN DEAD

Special to The Herald. SAN DIEGO, March 12.—The death of Major William Henry Balliache occurred this morning at his home in Coronado, after an illness lasting only a few days. Last Sunday he was feeling remarkably well, but on Tuesday he caught a cold which turned rapidly into an attack of pneumonia.

Major Balliache was born in Chillicothe, O., and was almost brought up in a newspaper office, his father having been the editor of the Scioto Gazette in Ohio and later of the Illinois State Journal at Springfield, of which Major Balliache was the manager for years at about the time of the birth of the Republican party.

At that time the major was the personal friend of Abraham Lincoln and his report of the famous Bloomington, Ill., convention became a part of the history of the Republican party.

In 1863-4-5 Major Balliache was in the army by appointment of President Lincoln in the quartermaster's department. In recent years he has been connected with the treasury and immigration departments of the government here. He will be buried by the military order of the Loyal Legion on Tuesday.

Thunder and Lightning at Santa Ana

SANTA ANA, March 12.—Rain came down in torrents here today, accompanied by a gusty southeast wind and frequent thunder.