LOS ANGELES DAILY HERALD

BY THE HERALD COMPANY.

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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.

Population of Los Angeles 201,249

Peace envoys get $200 per day. Peace soon? Hardly!

Russia must have been defeated again; censorship is in force.

Even the police auto balks on the First street hill. Moral: Cut down that hill.

The Salt Lake line rises to the real dignity of a railroad now. It is tied up by a washout.

New York wanted "Scotty" to tackle the stock exchange. That would have been his finish.

Roosevelt is an appropriate name for a vessel sailing to find that "big stick" called the North pole.

But not every man would agree to be run down by an auto, even if it did mean a good dinner afterward.

A fierce race riot raged for hours in the middle of New York city night before last. New York needs a civilizer.

Los Angeles bank clearings increased 62 per cent last week. If all the city banks were in the clearing house the increase would have been still greater.

The second week in July shows Los Angeles building permits representing a total value of $536,159. A nice midsummer exhibit even for this record-holding city.

The balking of the new auto patrol conveyance with a cargo of "drunks" is no discredit to the machine. The police department should get one of the kind that is worked with power generated from alcohol.

The sharp prod of justice into the groups of official land sharks in Oregon and other western states will be likely to revive the stage "hold-up" industry, the latter appearing to be the safer of the two lines of financial endeavor.

The American minister at Peking has cabled to Washington that the "Chinese government is vigorously opposing the threatened boycott of American goods." The boycott business is despised even by respectable pigtail bearers.

One of the California boodle senators was slated for trial last week, but a postponement was necessary because the boodler's attorney, as explained, is now a fugitive from justice. Quite likely the boodler envies his absent lawyer.

A hot time in the old town of New York, sure enough, with sunstrokes in the daytime and police club strokes at night. It required the batons of 250 officers to quell a race riot in the city on Friday night, with results "hot" enough for the victims.

At a Cleveland prayer meeting John D. Rockefeller exhorted his hearers to stick to Christian faith. The Bible intimates that faith may be strong enough to move a mountain, and it would seem that a weak solution of it should remove "taint" from money.

San Francisco reports that a whilom boy orator, who stumped the state a few years ago in a contest for governor, has been arrested for stealing a horse and buggy. Now arises the question whether this evolution from the line of politics is upward or downward.

The total assessment figure for this city, as finally fixed by the board of equalization, is about $157,000,000. That is equal to about $400 for every family and about half as much as the actual value, assuming that the assessment averages one-half the market value.

What is the need of a big immigration station at San Francisco on the plan, as announced, of the one at New York? It looks like the making of preparation for a vast immigration of Japanese or else for the transformation of a multitude of plain Chinese into red-buttoned merchants.

Boyle Heights continues to develop rapidly. In last week's list of building permits the Ninth ward again stands up next to the enterprising Sixth ward, at the top notch. The beautiful hills across the river seem to be attracting an increasing amount of attention as sites for homes.

Though the czar is in the hardest kind of luck, there is nothing mean about him. A dispatch from St. Petersburg says the allowance of the peace envoys will be "$200 a day besides $7500 for traveling and other expenses." At that per diem figure the Russian end of the peace conference is likely to drag.

The king of the Belgians has had the honor of meeting J. Pierpont Morgan, great mogul of American financiers. The dispatch states that the interview lasted six hours. The king must be a hard financial nut to crack. There is no other case on record of so much time expended by Morgan on a victim.

California's reputation for earthquake attractions has been fading steadily for several years. Its most remote sister state, old Maine, takes the earthquake belt now. The Pine Tree state has been noted for stirring things, however, since the long ago political campaign when it went with a hadean bent for Governor Kent.

VIOLATING THE BANKING LAW

There is grave need of either a change in or an enforcement of the national banking law. One of its clauses, as it now stands, provides that no one person, firm or corporation may borrow funds of a bank in excess of 10 per cent of its capital. This clause is violated continually and openly.

Particular attention is called to this condition by the recent great failure of the First National bank of Topeka, Kas., which carried with it two other banks in Illinois. All three banks have as principal debtor C. J. Devlin, a big coal operator. The capital of the Topeka bank was $300,000, yet Devlin and his companies owe it $1,000,000—half the combined capital, surplus and deposits, whereas, under the law, the limit of the Devlin line of credit should have been only $30,000. Of the two Illinois banks Devlin was the principal stockholder and by far the largest borrower.

There can be no question that this condition of facts menaces the banking industry seriously. True, Devlin controlled twenty or thirty companies, most of them merely incorporated forms of his own personality, and it may charitably be supposed that the national bank examiners were misled by them in their certifications as to the banks' condition. But the banks' officers knew the facts, and they certainly were at fault in permitting one borrower to absorb half the bank's assets and to run many times beyond the borrowing limit the law has fixed.

But, it is pleaded, the 10 per cent limitation is impracticable. The comptroller cannot enforce it. Big, safe customers must be more liberally treated. So? Then repeal that clause; modify it. If it is too small a limit, fix one that is more reasonable. For the United States to say that it cannot enforce a law such as this is puerile. The United States may revoke any bank's charter when it will.

Under the present system it seems as if the comptroller deliberately ignored this clause and tolerated violations and evasions of it. Certainly the situation in Topeka would so indicate. The law permits him no such discretion; it fixes 10 per cent as a limit, and he has but to obey the statutes till they are repealed or amended. Any evasion or violation is criminal.

There is something peculiar about this Topeka failure and especially anent this phase of it. Seemingly it is "up to" the comptroller and his examining force to explain a bit.

RICH YOUNG DRONES

Nothing is more common in the daily news now than a story of crime or scandal involving the son of rich parents. A life of indolent luxury seems to cause abnormal development of base qualities.

It demonstrates the old saying about Satan finding "mischief for idle hands." The vigor of youth must find an outlet in some direction, and there are only two general avenues for its escape—one in useful employment and the other in the pathway that leads to ruin.

The chief aspiration of the average father is to give his son a better footing in life than the parent himself enjoyed. That aspiration is commendable so far as it relates to education, acquaintance with the world and a better conception of the use and abuse of the means of enjoyment. A great mistake is made, however, in the assumption that a life of ease and luxury is a desirable legacy for any young man.

Striking examples of the mistakes thus made by fathers are appearing almost daily in the newspapers, Los Angeles being no exception as a locality producing them. This city is relatively new and family fortunes running through generations are almost unknown here. As a consequence the rich young men of Los Angeles usually are sons of men who began at the bottom of the ladder of fortune and labored hard and long in the ascent.

An apt illustration in point is seen in the case of a citizen who reached the millionaire round in fortune's ladder after a struggle that ruined his health. He died in middle age, but with the satisfaction of knowing that his family were favorites of fortune. A son, reared "in the lap of luxury," entered upon a pace of disrepute that led to a criminal court.

The most pernicious legacy that a father can leave to his son is large wealth unaccompanied by training in the line of usefulness. It is grand, as has been said, to have the strength of a giant, but cowardly to use it as a giant. So it is grand to be the possessor of large wealth, but ignoble to use it in a life of idleness and dissipation.

The average rich young man of the present day is the most dangerous spoke in the social wheel. With no useful occupation to exercise his mind, the base side of life lures him from the path of rectitude. By regular stages he passes from the level of a drone and a profligate to that of a dissolute and perverted creature, a discredit to his family, an incumbrance in the busy world and ultimately a nuisance to himself.

THE NEW RAILWAY MOTOR

Within the next two months, according to promise, an entirely new factor will be introduced in the railway service of this neighborhood. The Southern Pacific management reports that gasoline motor cars will be placed on its line between Los Angeles and cities eastward as far as Redlands.

The Herald has noted at various times reports of experiments made by the Union Pacific Railway company with motors constructed at the shops in Omaha. The last account of that character was to the effect that the Union Pacific was equipping some of its spurs with the motors, and that experiments would soon be made on the Southern Pacific system in Southern California. Now we have the above statement to the effect that the new motors will be installed for regular service within a few weeks.

The gasoline motor car is a sort of cross between an electric car and a big automobile. It looks very much like the former, but is propelled as is the latter. It runs on ordinary railway tracks, requiring no such appliances as poles, wires or trolley. In the matter of propulsion it is simply an overgrown auto.

It is the purpose of the Southern Pacific company, as reported, to utilize the new system for rapid and frequent service through the line of cities and towns stretching eastward seventy miles from Los Angeles. If all goes well, as is expected, the motor service will displace the present local trains, introducing frequent trips in the manner of electric car service.

The gasoline motors are said to be as powerful as the electric machines and in all respects as serviceable, having been thoroughly tested in regular railway work. It looks now as if Los Angeles might have the distinction of being the first city to place the new device in practical service.

The eighteen-hour flyer on the Pennsylvania railway had a close call yesterday for an accident recalling the appalling one on the similar train of the New York Central line. The theory may be correct that a train moving at terrific speed is as safe as a slow one, but persons who have misgivings about the hereafter will prefer the slower service.

RUSH FOR AN OFFICE THAT PAYS NOTHING

QUEER SCRAMBLE IN NEW YORK FOR A SALARY-LESS JOB

Subway Air is Bad—The "Curb" is Protected by Police Now—Excursion Steamer Business Killed Since Slocum Disaster—Janitor's Revenge

Special Correspondence of the Herald.

NEW YORK, July 8.—An odd contest for public office is now in progress, the chief oddity being in the fact that the office carries with it neither salary nor patronage. It is the chairmanship of the State Racing commission, giving the incumbent supervision of the great running race tracks around the metropolis.

The members of the racing commission at this time are August Belmont, Edwin D. Morgan and John Sanford.

Dominating the state commission is August Belmont, who has headed the body since it was first appointed by Governor Levi P. Morton in 1895, having been reappointed in 1900 by Governor Roosevelt.

The anti-Belmont movement ostensibly is based on political lines, Mr Belmont being a Democrat, while the state government is Republican. As a matter of fact, however, politics has nothing to do with the situation. The persons who are opposing Mr. Belmont's complete supervision of racing in the east simply have taken his Democracy as an excuse, just as they have taken up the Republicanism of E. R. Wadsworth, who they are now pressing for the place Mr. Belmont now holds. Nothing is said against the reappointment of the other two commissioners whose terms likewise have expired.

Ever since the advent of the hot weather the local newspapers have been full of comment and criticism of the atmosphere in the rapid transit subway, which was opened for public use last October. As this is the first summer for the big twelve mile tunnel from end to end of Manhattan island, much anxiety was felt by officials and public alike to see how its ventilation would work in the hot days. The actual trial has been had and the air has been found to be stifling.

No one can be blamed for the situation, for the engineers laid out the subway on the best lines they could devise, and contractors constructed according to specifications. But the air funnels provided by the kiosk entrances and the suction provided by the moving trains have failed to draw fresh air into the subway in anything like sufficient quantities, and a remedy must be secured before the subway will be popular in hot weather. So far the operating company has been insisting even more strenuously than the public for an improvement of the conditions and has repeatedly asserted its willingness to install any improved system the city's official engineers will recommend.

Traders in the stock market, no matter whether as investors or as speculators, and equally regardless of the section of the country in which they live, know of the "curb market" and they have heard of the "curb brokers." They are institutions as old as Wall street as a financial center, because in the old days the stock exchange itself was a "curb market," the brokers meeting under a tree in the street.

Special attention has been attracted to the curb during the last few days because, after its long years as an institution, the owners of one of the great office buildings at Broad street and Exchange place have complained that the curb brokers made too much noise and also demanded that these brokers be compelled by the police to move on like ordinary street peddlers. As the complaints and the demands were made to Police Commissioner McAdoo, an investigation had to be made, but not with the results the sour natured complainants anticipated.

Instead of ordering the curb brokers to move on, the police commissioner has decided to give them police protection, and henceforth they will carry on their business with detailed members of the police traffic squad acting in effect just as do the uniformed attendants of the stock exchange at the entrances to and on the floor of the big exchange. Furthermore, the curb brokers, elated at the good luck which has befallen them, now are agitating a movement to have an awning placed over their inclosure in the street to afford some protection from the weather.

Strangers to Wall street's doings often wonder why the curb brokers never secured a meeting hall for their business purposes, for many of the curb brokers are attached to important Wall street banking houses, while many exceedingly high class stocks are traded in on the curb, notably Standard Oil. This is because the officials of many companies decline to list their securities on the big exchange, and in these stocks the curb brokers deal, and their incomes largely are derived from important banking firms.

The rules of the stock exchange prevent members from transacting business with any who is a member of any other stock exchange, and so long as the curb brokers do business in the street the stock exchange governors have held that the curb is not an exchange, and therefore may receive commissions from any stock exchange house without falling under the ban.

Business of the "excursion" steamboats plying waters about New York is absolutely dead this season, and the owners admit that the Slocum disaster did it.

Not since the General Slocum burned and sank in the East river on June 15, 1904, with a loss of 1031 lives, have the churches and Sunday schools of Greater New York organized their old-time regular excursions which in many cases were repeated three and four times each season.

In addition to this the stricter inspection of the vessels carrying excursion crowds has caused the enforced retirement of no less than ten notorious hulks from the service. They could not even be rebuilt to conform with the new Federal regulations. One of the condemned vessels, the Grand Republic, which was a sister boat to the Slocum, has been sold at auction for $5000 and will be taken to another port, rebuilt, rechristened to blot out old associations and then in the future may be returned to this port, when the public has forgotten its identity.

Besides laying up ten of the old excursion fleet a sum approximating $500,000 has been spent on forty-five other excursion vessels to make them comply with regulations this year. In spite of this the business is at a standstill and some companies have been forced to go out of business. Steamboat men say it will be four or five years before the effect of the Slocum disaster has worn away. Yet more than a year after the disaster, no one has been punished for the criminal neglect which made it possible.

* * *

At last the reviled janitor, like the proverbial worm, has turned.

For years he has taken his full share of criticism and even abuse, from tenants and comic papers alike, for having hot water in July and none in December; for having the steam off when it should be on and on when it should be off; for having the elevator out of commission when the man on the eleventh floor reached his apartment house and other things too numerous to mention, but, oh, so sadly familiar to the dwellers in New York apartment houses!

But one of his number got square a couple of nights ago in a singularly poetic manner. It was a red-hot summer's night and the janitor who was to revenge his kind returned to his apartment house charge after an evening of liquid enjoyment.

It was midnight. Then the idea of turning on his oppressors seized him. None of his tenants should freeze while he was janitor! Oh, no! So he started his furnace fires going and also got the hot water pipes in commission.

Soon the steam radiators were sizzling throughout the house; the hot water pipes were throbbing and still the piling on of coal kept up. Small geysers burst out through the safety valves in the various apartments, while clouds of steam filled the halls. Tenants thought a sirocco had struck town, and then some one sized up the situation. The police were called in just in time to have a neighboring janitor come in to save the boilers from bursting.

The offending janitor was arraigned in police court the following morning, but as no complaint was made to the magistrate he was discharged. The same formality occurred later when he reported back to his post of duty. But his class was avenged.

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I congratulate you most heartily on this latest triumph in the art of piano-building, for you have certainly achieved what you have striven for in this little Grand, and that is the reproduction of your Concert Grand "en miniature."

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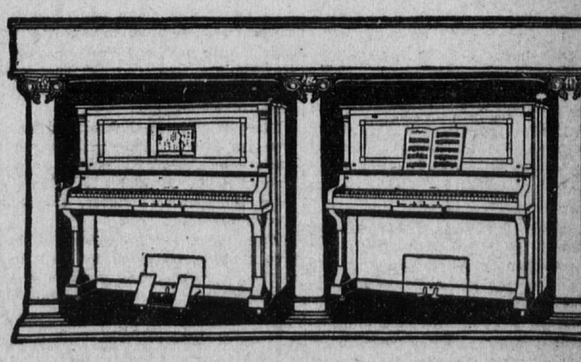

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