

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.

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

Now, in revenge, John D. turns into a croaker.

A black bear held up an auto in Duluth. The bear still lives.

An American syndicate has \$100,000,000 to invest in Chili—the country, not the "hot stuff."

The Republicans want to change the date of inauguration day. How can it concern them?

When May Sutton beat her own sister at tennis, it may well be said that "Greek met Greek."

Knabenshue is to sail an airship over Chicago. How'll he find his way through the smoke?

It costs \$100 to flirt in Houston, Tex. But some of those Texas girls make it cheap at the price.

Superintendent Foshay would rather have a good woman teacher than a "sissy" man. What a level head he has!

A black bear stopped an auto in Duluth's suburbs. Why not import a few more, and use 'em on the speed maniacs here?

The Japanese soldiers are still fighting in Manchuria. The Japanese people are also fighting in Tokio. Neither seemingly knows when to stop.

New York has a new law making it illegal to tip. You just buy your waiter, now, outright. Merely costs a little more; that's the only difference.

An eastern paper complains that Tom Lawson "cannot be compelled to talk." Great Scott, that isn't the point! Can he be compelled to keep still?

Cupid has invaded the ranks of the Treble Clef club. Most of its members are now practicing up on the wedding march, while the love-god wields the baton.

If that suit against Tom Lawson for \$3,750,000 is successful, that promised "distribution" of his "ill gotten gains" will make a pretty good beginning, at least.

What Ella Wheeler Wilcox really ought to do is, start a crusade on the nastiness in the yellow Hearst journals, for which she writes. That would be worth while.

Every employe of a local messenger service, and the proprietor, have been arrested for theft. Sad commentary on a business that should be absolutely trustworthy.

Already San Pedro is pressing for more harbor room. What will it be after the Panama canal is built? The future of Los Angeles' watergate is beyond comprehension.

But if that panic Rockefeller predicts does come to pass, and 10,000,000 men are out of work, what an opportunity it will be for him to do a little practical charity, with his colossal fortune.

The Automobile club has given \$1000 toward a school to instruct owners and operators. The school certainly is badly needed—but not to teach speeding. There are speed-fools enough here now.

The Panama canal diggers are starving. Perhaps there was a deep, dark plot in permitting this; it makes public the fact that there are diggers on the big ditch. No one would have guessed it, from the non-progress of the work.

A shock to the nerves of cultured Boston is transmitted by the report that a Chicago multimillionaire pork packer has purchased the Harvard homestead at Stratford-on-Avon. Thus passes the home of the founder of Harvard university to the possession of a meat magnate.

The burglar is abroad in Los Angeles again. Five robberies were reported Sunday, and more doubtless went unrecorded. It is a good plan to lock up the house securely when leaving it alone, especially on Sunday or a holiday. Too much carelessness is merely an invitation to intruders.

Ten thousand dollars a front foot for business property in Los Angeles must look pretty stiff right now. Yet that choice parcels will bring that rate in a few years none can doubt. That is the experience of many cities with neither the basis nor the future of Los Angeles. Abundance of water, already secured, assures this.

The local contingent of distinguished men who have come to Los Angeles for a permanent home is to have another notable addition in the person of E. H. Conger, former United States minister to China and recently ambassador to Mexico. This city is becoming a home focus for men of eminence in all the higher activities of life.

The report of that awful visitation of lightning at a racetrack in Utah points to another natural terror from which dwellers in Los Angeles and its neighborhood are exempt. Here we can often see the play of lightning on the mountains within view and hear at times the rumble of distant thunder. But so far as danger is concerned it is all a stage play to the audience here.

THE PROBLEM OF MORE SCHOOLS

Some very pointed remarks were those made by Prof. J. A. Foshay, superintendent of the Los Angeles schools, in The Herald yesterday. But in no respect will they attract more attention than in showing how very small a sum would put the school department even with the city's growth, and keep it there.

Two mills on the \$100 tax valuation is all that Prof. Foshay says is required to do this. The tax valuation is supposedly only 40 per cent of the real valuation. That reduces the two mills down to eight-tenths of one mill per \$100 of real property value—an almost infinitesimal sum in each individual case. If, for instance, a man owns \$10,000 worth of property, it is assessed at \$4000. On this, 2 mills per \$100 would be only 8 cents. Surely, the sum is modest enough.

The trouble now is that Los Angeles waits till it slips so far behind with its schools that more buildings are imperative. Then bonds are issued, fought over, sold, and schoolhouses are erected. By this time the increase of pupils is more than enough to occupy the additional room. Before another bond issue can be sought and secured, conditions are worse than ever.

A 2 mill building fund would soon accumulate enough to give Los Angeles two or three school buildings a year. New ones would thus be normally provided for the increase to be naturally expected. Certainly the tax is inconsiderable enough not to be unpopular, and the scheme sounds well. Why not take steps to bring about this solution of a very pressing problem?

Lobengula, the Eastlake park lion, just as he is engaged to do a stunt in a Los Angeles theater, swats his keeper fiercely and breaks into the newspapers. Lobengula is a pretty good press agent, himself.

PEACE—BUT NOT FOR LONG

Peace once more hath the world in her gentle embrace. If we except a few such little affairs as our state of armed pacification in the Philippines, "the war drum throbs no longer, and the battle flags are furled." The dove that settled o'er Portsmouth closed a great conflict, and the nations once more rest in security and quietude, it is to be hoped, goodwill.

How long will peace last? Not long, if the past be the criterion of the future. Most of the time, nation is at war against nation, and the surcease from battle is brief and seldom.

Who will believe that since 1897 there has been almost constant warfare? Yet such is the case. Four great clashes have been fought in the last eight years, in the four great quarters of the earth—America, Europe, Africa and Asia—not to mention minor conflicts; thousands of men have been killed and millions of dollars have been expended. Yet the brief period mentioned is one of the least bloody in history.

Turkey and Greece began this last war period, April 17, 1897, they started, and for thirty-one days fighting followed. Greece was overwhelmed; Russia intervened, the treaty of Constantinople was executed on December 4, 1897, and Greece paid \$18,000,000.

One year later, April, 1898, the United States and Spain were fighting. Of course, Cuba and Spain had been warring for years, but in a desultory fashion. We fought from April 25 to August 12, but it was April 11, 1899, before the finalities were concluded. And we not only paid Spain \$20,000,000, though we whipped her, but we got the Philippines. And the fighting there isn't over yet.

The Boer war broke out October 11, 1899, and this lasted till May 30, 1902. Great Britain spent \$1,000,000,000 and lost 100,000 killed and wounded men. The Boer nation was wiped from the map, but at a cost that "staggered humanity."

Barring our Philippine troubles, and a few such, including the Boer war, twenty months intervened before another outbreak—that between Russia and Japan. This lasted one and one-half years, and even now its conclusion only brings to greater notice the internal revolts in Russia, and the possibilities of rebellion in Japan.

In eight years, at the close of the nineteenth and the beginning of the twentieth centuries, this sanguinary record is written. Russia has been driven out of her best possessions in the far east, the Boer nation has been obliterated, and Spain has been shorn of her colonies, while untold millions of money have been wasted and uncounted thousands of lives have been wiped out. Once more the sword is sheathed, but will it be for long? The record of history shows that it will not rust from disuse.

And now it's the electric fan that goes on a rampage, flies off at a tangent and wrecks things generally. But in this mild and moderate climate, why use electric fans?

A LESSON IN TEMPERANCE

The Subway tavern, the famous religious saloon in New York, opened with prayer by Bishop Potter and run in an attempt to combine rum and salvation, has ceased to exist. It failed, financially and morally; it has been sold out, and the new proprietor proposes to run it in the old-fashioned saloon style. It will be reopened, he says, but not with prayer, and the dedicatory hymn will be that jovial toast to Gambrinus: "Beer, beer; glorious beer; fill yourself clear up to here!"

Bold and even brave as was the good bishop's purpose in fathering the Subway tavern, the end is not unexpected. The design of the place was fundamentally awry, and it was foredoomed to failure. The thirsty soul craving beer doesn't want it with a scriptural flavor, and the man who desires boozie cares for no temperance sermon with it. Gotham wants its rum without the alliterative religion; no ecclesiastical frills add to its taste or expedite its getting.

Public opinion was against this experiment—from the start. New York is not noted for advocacy of prohibition in any guise. It not only tolerates saloons; it favors them. It is perfectly willing that these saloons shall sell liquor; they are run for that purpose and no other; every one knows their mission and no one is deceived by them. If one wants a drink, he goes to a saloon for it; if he has no thirst to be satisfied, he simply doesn't go to a saloon at all. Least likely would he go there with a desire for spiritual inspiration.

Hence, now, one Skidmore is going to run the well advertised Subway tavern as a plain ginmill, and religion will spend some time in wiping the stains from her garb for "mixing in."

There is a lesson in this Subway tavern failure. It is this: The way to curb intemperance is not through such experimentation. Undoubtedly more men (and women, for it catered especially to them) bought drinks in the Subway tavern than ever will during the same period again, because curiosity drew them to it. Thus it defeated its own object—as such attempts always will. Law is necessary to restrain the liquor evil—to hold it in check. But you can't legislate morality, let alone spirituality, into any man. The way to inculcate temperance is to "close the saloon every man carries between his nose and his chin"—and every individual man is a separate and distinct opportunity for the practice of this sort of real, true, and genuine temperance.

LOS ANGELES HAS A YEARLY FLOOD OF GOLD

UPWARDS OF \$25,000,000 SPENT HERE BY TOURISTS

City's Growth as a Chicagoan Sees It. Oil Makes It Possible—Mr. Huntington's Part—Finest Car System on Earth—Homes and Homesites

William E. Curtis in Chicago Record-Herald.

LOS ANGELES, Aug. 30.—According to the statement of the railway passenger agents, tourists from the east spend about \$25,000,000 down in this corner of the country every year and everybody gets a little of it. They have to be fed and lodged and taken around, and they waste a certain proportion of their funds foolishly on trifles, so that the money that they bring in is pretty well distributed. Not less than 250,000 strangers visit Los Angeles every winter and spend more or less time here and in the surrounding towns. One hundred and fifty thousand come in over the Southern Pacific and 100,000 over the Santa Fe, and the Clark road from Salt Lake is beginning to contribute to the number. Thus the tourist business is the basis of the prosperity of Los Angeles and indirectly the railroads are responsible.

The city began to be something in 1886. The Santa Fe railroad having been completed during the previous year, there was a great desire on the part of the restless people, particularly in the central states, from Minneapolis to Galveston, to see the glories they had read about. The late W. F. White, for many years general passenger agent of the Santa Fe railroad, was a genius at advertising, and he made the scenic wonders, the fruits and flowers and the climate of Southern California known in every household. The Southern Pacific reached El Paso the next year and gave Los Angeles a direct line from New Orleans to Galveston, which was also well advertised. The city had a great boom.

Fortunes were made by clever speculators and that advertised the town also and attracted thousands of others. The boom broke in 1888, but this falling off was confined to the speculative districts. It is a significant fact that property in the business section of the city has retained its value and steadily advanced during the dull periods. This is largely due to the never-failing flow of tourists.

The Population

In 1890 the population of Los Angeles was 56,000 by the federal census, and it has continued to grow. Things began to pick up in 1893, when the panic swept over the country. Los Angeles endured it very well, there being only a few small failures. Only one bank went under, and that was unimportant. For the next four years business was dull because the tourist trade practically stopped. Just at that time, fortunately, in the midst of the financial depression of 1893, cheap fuel was discovered in the form of crude petroleum, which lessened the cost of industry at least 60 per cent. attracted considerable manufacturing and prevented the sending out of money for fuel, which up to that time had been imported from Australia, Wales, British Columbia and New Mexico.

Confidence was restored; manufacturing enterprises were stimulated. Before oil was discovered the country was purely agricultural; now it has many small factories that pay big dividends. All kinds of things are made here from clay, brass, iron and wood—builders' hardware, chandeliers, construction iron and many novelties in iron, steel, copper, brass and other metals are made. Large numbers of patents are issued to Los Angeles people every year for novelties that are manufactured here. The factories are not large; most of them employ from three to fifty men. Fine furniture is a specialty, also, and nearly all the shops have artistic wood carvers from Switzerland and Germany.

Trainloads of readymade houses are shipped to ranches and mining regions. One of the newest enterprises is the manufacture of splints, artificial limbs and other surgical appliances from the wood of the yucca palm, which is very light and tough and is found in great quantities in the desert. Several institutions are making patent pumps and windmills for desert irrigation, ornamental terra cotta, cement, asphalt and all kinds of articles of clay. A New York firm has recently established a factory for the manufacture of felt from Arizona and California wool; piano hammers are shipped from here by the carload and felt insoles are being distributed all over the world. A new bridge is being erected over the river in the middle of the city and bears steel girders announcing it to be the first steel bridge ever erected by local workmen.

This manufacturing is all due to

cheap fuel, the discovery of petroleum in the neighborhood of the city. That was the cause of the second boom, which began in 1896 and continues to the present day. The official census of 1900 gave Los Angeles a population of 102,247. They now claim 200,000, and that is reasonable, because the growth of the city has been rapid and steady ever since 1900. No town in the United States is gaining in population more rapidly, and Los Angeles last year was third of all the cities in the amount of money expended for new buildings. It was surpassed only by New York and Chicago, and I am assured that both the total and the average this year will pass even that record. In other words, more churches, banks, school houses, business blocks, residences, factories and other buildings are being erected here than in any other place in the United States, except the two cities I have named.

The city is gaining in other respects also. The census of 1900 showed 1550 manufacturing establishments, where there are now 2500; 14,000 artisans were then employed, where there are now more than 22,000, and an output valued at \$21,297,537, while that of 1905 is estimated at \$35,000,000.

The restored prosperity of the country affected Los Angeles and the surrounding towns more than any other section, because it again permitted people to travel and gave them more money to spend for luxuries and pleasures. It permitted thousands of merchants, bankers, manufacturers and professional men to retire from active business and buy and build homes in this climate; it enlarged and stimulated the fruit market and made better prices. Los Angeles was just beginning to feel the benefit of this improved condition throughout the nation when the settlement of the estate of the late C. P. Huntington placed in the hands of his nephew, H. E. Huntington, about \$40,000,000, the proceeds of the sale of his interest in the Southern Pacific railroad company and its auxiliaries. Mr. Huntington, believing in the future of Los Angeles, decided to invest the larger part of his legacy here, and has since built up what is conceded by everyone to be the finest street railway system ever known.

Huntington's Part

Los Angeles has more and better street car lines than any other city in the world, three, four or five times its size. Mr. Huntington has 351 miles of trackage, stretching in every direction from the city. His lines run chiefly to the neighboring towns south of the city, the longest being thirty-four miles. He has made Greater Los Angeles possible. He has started a dozen or more thriving towns and has made a dozen or more old towns accessible. Altogether he has invested about \$17,500,000 in trolley roads and lands. He has erected the largest office building on the coast and uses it as headquarters and terminus of his railways. The accommodations for hauling passengers are admirable and the building itself is a novelty in several respects. The ground floor is given up to the railways, all cars of the Huntington system running in and out around a loop. The top floor, the floor next to the top and a roof garden, altogether about six acres, are leased by the Jonathan club, a social organization of which Mr. Huntington is president, and no club in the world's existence has more spacious or elegant accommodations.

The remainder of the building is leased to tenants for offices. It is as nearly fireproof as possible, the doors, door frames and other woodwork being sheathed with copper. Mr. Huntington is the most public spirited man in Los Angeles, and one might say in California. Other cities can envy Los Angeles the possession of such a citizen with such a fortune and disposition.

There are two other street railway systems. One of them is under the direction of Mr. Clark, formerly of Iowa, and takes in the towns to the westward. It has about 200 miles of track, and gives access to a dozen or more seaside resorts and suburban towns.

A third system, which is also controlled by Mr. Huntington, furnishes transportation to every section within the city limits.

Mr. Huntington's railway construction, which began about 1896-97, brought in laborers by the thousands and stimulated trade more than any other thing that has ever happened in this section. It made additional industries and mercantile establishments necessary to supply the wants of the new population, and prices advanced in every way. The development of the suburban towns contributed to the general prosperity, because so many wealthy people erected expensive homes and created a demand for every kind of merchandise. The large sales of property at good prices to newcomers brought fresh money into circulation, and everybody has prospered. Cheap

Regina Music Box advertisement featuring an illustration of a woman with a music box. Text includes: 'The... Regina Music Box', 'QUEEN OF MUSIC MAKERS', 'It makes real music—such as really musical people like to hear—the discs last for years and cover the whole range of music from Wagner to Ragtime. The Regina has depth and sweetness of tone. You may own one of the music makers by paying a small amount down and a little each month. Let us explain our offer. We are sole agents.', 'Southern California Music Co. 332-334 So. Broadway'

fuel, however, is the basis of the entire improvement, for neither Mr. Huntington nor the other railway builders could have accomplished what they have done without it.

At the same time, residence property is comparatively low and lots in the business district, except in special cases, are not held at exorbitant figures. Lots in the residence districts, fifty feet wide and 150 feet deep, in the most fashionable quarters can be bought for \$125 a foot; in very good sections they bring from \$50 to \$75 a foot, and in respectable but not fashionable streets from \$25 to \$50 a foot. Building is very rapid everywhere throughout the city. A fringe of new houses surrounds Los Angeles like a circle. Most of them are inexpensive wooden cottages and bungalows of artistic design, almost always detached and surrounded by gardens. Speculation is chiefly confined to outlying additions, ten, fifteen and twenty miles from the courthouse.

Sites have been laid out for many exclusive parks like those in St. Louis, in which buyers are required to erect residences of a certain style and cost, and to beautify their grounds in a certain manner. There are already several of them in the exclusive portion of the city, where the lawns, foliage and flowers add greatly to the beauty of the scene. It will not be many years before Los Angeles can take rank among the most beautiful cities of the world. The mildness of the climate and the richness of the soil permit semi-tropical plants to thrive luxuriantly; hedges of calla lilies, fuchsias and geraniums, ten feet and more in height, are found everywhere. Jasmine, tuberoses, heliotropes and other fragrant plants grow into large trees; palms, bananas, fig trees, pepper trees, lemon, orange, oleanders and magnolias and other trees of their nature thrive. The people here do not have to wait eight or ten years, as we do in the east, for their shrubbery and shade trees to reach maturity. Everything springs up like magic, and many trees and vines grow while the houses are being built under them.

The architecture of Los Angeles—especially in the residence portion of the city—is picturesque, but with a few exceptions not ostentatious. Moorish or mission style, with tiled courtyards roofed with glass, is the favorite, and some of it is fantastic. The most beautiful house I have seen belongs to Paul de Longpre, the king of flower painters, as he has often been called. He has a Moorish villa at Hollywood, one of the suburbs of Los Angeles, which is more beautiful than anything in Morocco or among the Moorish cities of Spain. It is surrounded by a garden such as you will not see anywhere else—a perfect jungle of flowers.

The greater number of the residences upon the more fashionable streets have not cost more than \$30,000 or \$25,000. I have been told by good authority that not more than a dozen houses in this city exceed that figure. The great majority of those upon the fashionable streets represent an investment of only ten, twelve or fifteen thousand dollars each.

Major Taggart needn't worry over a job, if the army does court martial him. As a first-class drink mixologist, most any bar would be proud to have him behind it. Some rolling stones gather moss. Anyhow F. C. Stone wed Roberta Moss in Missouri. A New Orleans poet writes: "Behold Niagara, in her robes of foam 'That shoot high up in air,' etc. Must have mistaken the fabric of that robe; probably is of shot silk. Because the chips are rattling at Saratoga do not imagine that they are Saratoga chips. Some things the potatoes' eyes see these days would make the beanstalk. Midnight Oil 'Twas formerly the rule to say, Of students great and less, That late they "burned the midnight oil," Thus they acquired with mighty toil "What learning they possess. But students usually are poor; John D. unto them gold Doth send. Well, that is only right, For them the oil they burned o' night, He gathered, saved and sold! —W. H. C.

Sept. 11 in the World's History

- 1069—The Danes under Harold and Canute landed in England, at the mouth of the Humber, and laid waste the country.
1297—Battle near Cambuskenneth, on the Forth, between the Scots under Wallace, and the English, in which the latter were defeated with the loss of 5000 killed.
1609—Hudson, while at anchor in the harbor of New York, was visited by the natives, who made a great show of friendship, giving tobacco and Indian corn.
1649—Drogheda in Ireland taken by assault by the English, under Cromwell. A universal massacre was permitted during five days.
1697—The famous peace of Ryswick proclaimed.
1709—Battle of Malplaquet, in Belgium. The allies under the duke of Marlborough and Prince Eugene, defeated the French army of 120,000, under Villars and de Boufflars.
1777—Battle of Brandywine; the Americans under Washington and Greene entirely defeated by the British, under Cornwallis.
1798—The Sultan of Egypt, in the invasion of Egypt, declared war against France, and joined with his old adversary, the emperor of Russia.
1814—Battle of Lake Champlain and Plattsburgh.
1842—A Mexican army took possession of Texas, but soon evacuated.
1903—Hurricane on the Florida gulf coast caused much property loss on shore and to shipping.

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