

LOS ANGELES 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 at the news stands in the Palace and St. Francis hotels, and for sale by Cooper & Co., 540 Market; at News Co., 57 Perry, and at the streets by Wheatley.

Population of Los Angeles 201,249

If it is truly reported that Gen. Sakhroff caused the flogging of peasant women it was a righteous retribution that stopped his barbarity.

No wonder that Los Angeles always hits the mark it aims at. There are \$30 teachers in its public schools teaching "the young idea how to shoot."

It is only a sentimental idea that especially abhors the hanging of a woman, but nine-tenths of Americans are imbued with the idea, nevertheless.

San Diego wants a \$350,000 federal building and its application is one of the first of its kind introduced in this congress. Los Angeles is a well-wisher of the sister city's effort.

The Democrat wing in the house is making itself felt, even if it is clipped to avoid flying. The cutting of the canal appropriation from \$16,500,000 to \$11,000,000 is sufficient evidence of that fact.

It is about a neck-and-neck race between Chicago and Berlin for first place in the 2,000,000 population class. The German city, according to a census report just made, shows 2,032,900 inhabitants.

President Roosevelt has completed his preparations for the coming fight with the Republican stalwarts in congress. A Washington dispatch states that he has just purchased two prize-winning bulldogs.

That precocious Colorado youngster who attempted to scald the baby in "playing injun" is hardly old enough to read the output of yellow journalism but probably he imbibed the spirit of it from the pictures.

If the contractors who are doing the big sewer job are afraid that examining engineers might be prejudiced against them why not invite the government engineer at San Pedro harbor to make the examination?

In the eastern markets orange consumers are said to be well pleased with the fruit from Southern California. But orange consumers here prefer to wait until after the holidays, before which time the orange is not at its best.

Senator Flint evidently took his Los Angeles hustle with him to Washington. A dispatch says he is "anxious to become a member of the committee on irrigation, public lands and territories, and will probably succeed."

The building strike in New York has reached the Chicago stage. Strikers are charged with cutting the guy ropes of a derrick on a big building, which would have imperiled the lives of many workers but for its fortunate discovery in time.

A "wave motor company" has been incorporated here with a capital of \$200,000, of which \$25 is paid up. It is hoped the chances of success in making the waves "mote" are not in the proportion that the cash investment bears to the stock.

Pat Crowe has been acquitted at Omaha on a charge of shooting with intent to kill a policeman. If he has the same good fortune in his trial in the Cudahy kidnaping case he may become a dangerous dramatic rival of our own picturesque "Scotty" of Death valley.

That rich Japanese who was held up at San Francisco on a charge of smuggling is merely a victim of misinformation. He had been told that it was customary to pay \$15 for passage of baggage at the custom house. The figure seems to have been a mistake.

Perhaps the attitude of the El Paso chamber of commerce on the railway rate question foreshadows the action of the United States senate on the same issue. A resolution to endorse President Roosevelt's position received a tie vote in the El Paso chamber.

As Los Angeles people know well, there is no more sagacious financier in California than I. W. Hellman, formerly of this city and still one of its largest property holders. Mr. Hellman is the head of a syndicate, as reported from San Francisco, that has just purchased \$14,500,000 of bonds of the Spring Valley Water company. The water supply of San Francisco, like that of Los Angeles, is regarded by all discerning business men as the key of the city's prosperity.

PRESIDENT'S LABOR IDEAS

In yesterday's Herald a dispatch from Washington, reported a call on President Roosevelt by certain Californians in relation to a Japanese exclusion bill. The president was told that the bill in question "represents the sentiment of a large part of the population on the Pacific coast."

The report states that the president manifested extreme displeasure at the nature of the appeal made to him. He reminded the callers that the United States has a solemn treaty with Japan whereby the people of that country are placed on a level with those of European countries in respect to immigration.

In response to a question concerning the leadership in California of the anti-Japanese movement the president was told that the leader is a person named Livernash, who is reported to be an agitator employed by the San Francisco Examiner and who warned a seat in the last congress.

The anti-Japanese movement is central in San Francisco and is pushed solely by the class of labor agitators who are eternally fomenting trouble in that city. The trouble with the Japanese, as viewed by the professional agitator, is that the Japs are willing to do "a fair day's work for a fair day's wages." Just what that means, as distinguished from the methods of the class of whom Livernash is the champion, is shown in the present situation in the Southern California orange belt.

The Redlands Review, for example, says: "A careful canvass of those employed in getting orange pickers shows help to be scarce at this time and to relieve the situation several of the contractors are hiring Japanese labor." It is not so much the scarcity of white labor as its unreliability that causes the trouble, as the Review explains: "One of the principal objections raised to the white help by the growers is the fact that the men who promise to go to work on a certain day will not put in an appearance. This often delays the grower, who turns to the Japanese for assistance."

It is in order to keep orange growers and other employers of labor at the mercy of such worthless fellows as are thus described that the anti-Japanese movement has been started. In regard to the bill hatched in the San Francisco nest the president is reported as saying: "I'll tell you what I think of Japanese exclusion: I'll veto the bill and deport Livernash."

AN ABSURD SITUATION

The beneficial results of the civil service system are generally recognized. There are occasional developments of its operation, however, that are well calculated to bring it into popular disfavor.

A case in point is seen in the embarrassing position of the street superintendent, who is trying to bring his official expenses within his available means. His only resource in that direction is the discharge of employees, as his expense account chiefly concerns labor and supervision. Recognizing that necessity he discharged quite a number of laborers and also certain inspectors. "But it seems that the civil service rules do not permit him to discharge inspectors, who are employed by virtue of their civil service certificates, and hence the superintendent is forced to restate them.

It is an absurd situation. There is no money wherewith to pay the salaries of those inspectors, but of course they must be paid. If there is no city money available for the purpose will not the superintendent be personally responsible for their salaries? It was held recently in a Riverside court that the town trustees are personally liable for injuries sustained by a person in an accident caused by lack of repairs on a street. If the Los Angeles street superintendent is financially responsible for the payment of salaries there is not likely to be a very lively scramble for his job in the next election campaign.

It certainly seems that the usefulness of the civil service system is stretched beyond reasonable limitation when it gets to the length of preventing the head of a city department from "laying off" employees in case he has no funds wherewith to pay them for their services.

OUTCOME OF SPEED CRAZE

The latest railway horror, whereby ten persons were killed and many more badly injured, gives another striking example of the modern craze for great speed. The Union Pacific limited train was running, as reported, at a speed of about a mile a minute. A freight train going in the opposite direction had orders "to meet four passenger trains, the last of which was the overlaid limited." It is officially announced at the office of the company that the wreck "was caused by the engineer and conductor of the freight confusing their orders."

A quite plausible explanation. It needs no special acquaintance with railway traffic methods to understand how a freight train conductor, with a batch of dispatcher's telegrams in his hand, might make a blunder in orders to lay off for four passenger trains. But whether that fact is to be taken in extenuation for his blunder or not, the great risk taken by passengers on very fast trains is brought out glaringly by the resulting calamity.

On a single track, as all western roads are equipped, carrying many passenger and freight trains in both directions, a mile-a-minute limited train crashes head-on into a freight train. A moment's reflection brings the thought that it is marvelous so few collisions happen under such circumstances. The element of luck evidently is an important one, and an occasional crashing together of trains is a hazard to be expected.

The traveling public, not the railway managers, are blameable for this hazardous of human life for the sake of saving minutes in railway schedules. The average American of the present

day, who has occasion to journey a considerable distance, examines time tables to see which is the shortest available route and which the fastest train. The barest approach to the mile-a-minute speed is what he wants, first of all, and the chance of such a calamity as the one above referred to is a subject that is not even given a moment's consideration.

This craze for extremely rapid railway speed is exactly the same impetuosity that we see developed in auto speed mania. Americans are a proverbially rapid people, as estimated by other nations, but we are becoming more rapid at an alarmingly dangerous rate. But there will ultimately be a change wrought by other and greater calamities caused by speed mania, followed by a return to sane ideas about safety in railway traveling and all other methods of public transit.

The solidity of the nation's prosperity is indicated by the great progress of building in Chicago, the country's railway hub. There is extraordinary demand for building mechanics in that city which has sent up the wages of bricklayers and others away above the union scale. No complaint about trenching upon the scale on that account has been reported.

Secretary Bonaparte has aroused the ire of all Boston by suggesting in his annual report that the historic frigate Constitution, which is passing a green old age in the harbor, shall be broken up. The secretary intimates that the old hulk is only one of the "has-beens," but Boston is touched by the sound of that phrase.

The president is reported as saying in regard to the appointment of Franklin K. Lane on the interstate commission: "I don't care if Lane is a Democrat; I understand he is made of good stuff and these are the kind of people the American people want to look after their affairs." Right you are, Theodore.

It is not Los Angeles-like, the situation described by the superintendent of public schools. Forty-four schools with an average of forty-eight pupils are in makeshift quarters and twenty-four more are on educational half rations. The supreme court should hasten its decision on the bond question.

HEROIC TOWER-MAN

The fateful but yet heroic conduct of the tower-man at Riverside, who yesterday deliberately derailed a Santa Fe train in order to save the lives of many passengers on a motor car that stood directly in the pathway of the fast speeding locomotive, will receive some criticism and some commendation.

And yet was he not right? The motor car, freighted with human beings, could not have escaped destruction, with the loss of many lives, had not this tower-man, with quick sense of duty and with full knowledge of the tremendous responsibility reposed in him, instantly decided to ditch the train.

The fireman was killed. The men, women and children in the motor car were saved. It was one life against a score—and no time to consider. What would you have done?

NEW COMET FOUND

It is Discovered by Professor Giacobini of the Observatory at Nice. By Associated Press. CAMBRIDGE, Mass., Dec. 8.—A cablegram received at Harvard College observatory from Prof. Kreutz of Kiel observatory, states that a bright comet was discovered by Prof. Giacobini at Nice Wednesday. The following figures are given: Time of discovery, December 6, 6:37. Greenwich mean time; right ascension, 14 hours 21 minutes 29.4 seconds; declination, plus 29 degrees 59 minutes 29 seconds; daily motion in right ascension, plus 1 degree 8 minutes; daily motion in declination, minus 0 degrees 26 minutes.

WHAT THE PRESIDENT LACKS

From the Boston Traveler. If there is one thing more than another which prevents President Roosevelt from being truly great, it is his deficiency in the humor with which his truly great predecessor, Abraham Lincoln, was so liberally endowed. It is impossible to imagine Lincoln making himself ridiculous by publicly scolding ungenial persons as President Roosevelt has done time and again. He was too keenly alive to the incongruous, which is the essence of the ludicrous. He would have considered the effort and the fuss so far out of proportion to the results to be obtained as to be palpably absurd. Now President Roosevelt is not really an ugly fellow at heart, but he came into the world without any sense of proportion (which is only another name for a sense of humor), and he has never succeeded in acquiring one. If some good fairy might only be persuaded to endow him with a saving sense of humor there is no telling what wonders he might do.

LIKE INSURANCE PRESIDENTS

From the Toronto Mail and Empire. Princess Maud becomes queen of Norway, while her cousin, the daughter of the duke of Connaught, is the crown princess of Sweden, and will become queen of that country. Now it is the daughter of the daughter of the Princess Beatrix, Princess Henry of Battenberg, will soon be queen of Spain. The king's relations to the reigning houses of Europe are very extensive. His majesty's nephew is emperor of Germany. His wife's nephew is czar of Russia. His brother-in-law is king of Greece. His father-in-law is king of Denmark. His daughter is queen of Norway, while two nieces are liable to become queens.

"I'll give you a position as clerk to start with," said the merchant, "and pay you what you are worth. Is that satisfactory?" "Oh, perfectly," replied the college graduate, "but—do you think the firm can afford it?"—Philadelphia Public Ledger.



A LITTLE MIXED. Teacher—Repeat your lesson, sir. Johnnie—Ten min's make one cent, ten cents make one drink, ten— Teacher—Leave the class this instant!

NEWBORN TRIUMPH OVER ENVADE ORDRANCE

PEDDLERS MAKE AN EFFORT TO CONTINUE

New Law Makes Children Safe From the Importunities of Persistent Ice Cream and Candy Dealers

The war against the tawdry and ice cream vender, who is the delight of the schoolboy's existence, has begun in earnest and the school department is preparing to see that the ordinance passed recently prohibiting vendors from standing within 500 feet of any public school is enforced.

The vendors are not willing to give up the trade of the school children and have determined to "die hard." All sorts of dodges are being planned by which the law may be evaded.

One vendor who has done a flourishing business selling ice cream to the pupils of the Sixteenth street school, has formed a scheme which he thinks will make his business safe, but Assistant Superintendent Bettinger does not agree with him.

The peddler has placed his ice cream tubs inside the fence surrounding a house across the street from the school and has engaged the woman who owns the house to take charge of them.

"We will fix that little scheme without any difficulty," said Mr. Bettinger yesterday. "We will forbid the school children to go through that gate."

"We expect there will be many efforts to evade the law, and we will be prepared to do all in our power to enforce it."

The lunch room at the Polytechnic high school has almost solved the problem at that institution, but the vendors still get their trade on a long line of wagons can be seen in front of the building every day. A special ice cream table in connection with the lunch room, where ice cream can be had for five cents a dish, helps to reduce the peddlers away with full freezers.

Women of the Los Angeles Civic association have been persistent in their efforts to put the vendors out of business so far as the school children are concerned and they are rejoicing over the action of the council in passing the ordinance.

A FAMOUS CHILD GUIDE

From Leslie's Weekly. In Colorado City there is a 13-year-old girl who is rapidly becoming known to persons from all parts of the United States. Her name is Jennie Barr, and her father owns a livery stable near the entrance to the city of the gods. During the busy season little Miss Barr acts as a guide to parties taking trips on burros through that wonderful park. She manages these stubborn little animals to perfection, can lighten a saddle, give an ad just stirrups with the greatest ease. Her manner is graceful and shows a refinement somewhat out of harmony with her environment. The tone of the average guide is monotonous, and his descriptions stereotyped, but with her, women and children in the motor car were saved.

It was one life against a score—and no time to consider. What would you have done?

ADVICE TO POLICY HOLDERS

From Harper's Weekly. We are amazed to learn upon good authority that there has developed a phase of the insurance situation which is rather startling. It is the case of a good many presumably intelligent Americans. Hundreds, even thousands, are permitting their policies to lapse. This is so stupid as to be, from the standpoint of pure self-interest, almost incredible. There is no question and has been and can be no question of the solvency of the companies. Enough has developed to prove beyond the shadow of a doubt that the total of money wasted and not earned in the proportion to the enormous assets. Every dollar of insurance outstanding is good as gold, whether a new policy ever be written or not. It is the uttermost folly, therefore, for anyone to sacrifice the slightest portion of what he has paid in. To continue the payment of premiums and demand restitution and reform is the only sane policy.

MRS. KERNOCHAN TO WED

Engaged to J. H. Foster, a Gentleman Rider Prominent in England. By Associated Press. NEW YORK, Dec. 8.—Announcement was made yesterday of the engagement of Mrs. Eloise Kernochan, widow of James L. Kernochan, to John H. Foster.

SHIP RAILS TO SAN DIEGO

Large Quantity of Steel Comes to Southern California by Water. SAN DIEGO, Dec. 8.—Word comes from the eastern office of the American Steamship Steamship company that there has been a reservation of a large amount of space in those steamers for the shipment of large quantities of steel rails for Southern California.

Notes for Women

Modes of Both Empires. The modes of both the first and the second empires are clearly displayed in the most favored of the coming winter's festive garments. We are wont to designate that shortwaisted garment that is so popular as the empire coat, forgetting or ignoring the fact that it belongs solely to the first empire, and that the fashions of the second empire that came along over half a century later, and owed their chief charm to the Empress Eugenie, are equally strong in fashionable favor this season.

Belts of Ribbon or Silk. As for the belts of ribbon or silk, they call for embroidery and much handwork if they are to compete with the best that the shops display. They are all of them made with little rods of featherbone in the back at the sides, and again in front, these last very shallow ones, so that the cinchure hugs the waistline tightly and yet holds all of its smart shape.

For the Double Chin. For the double chin, massage back and forth—you can use a massage roller very well for this work. It will give you pretty rapid results. This sagging under the chin is not always caused by excessive fat, but often is due to relaxed muscles. The exercises which have been given, especially for the neck, will also be of benefit to you in beautifying this part.

Poached Oysters. Instead of serving the oysters at a toothaching degree of coldness, poach them in their shells and let them make their bow (the usual four or five on a plate), each swimming in a little sea of delicious, buttery, fine-flavored gravy.

With Surplice Waists. With the surplice waists that have lost not a whit of their modishness since the spring, one must have quite a repertoire of chemisettes, and now that gumpes are added to the wardrobe of the grownups, as well as those of the wee folk of the nursery, embroidered and handmade gumpes will prove a very welcome gift to many a girl.

Lines in the Forehead. For the lines which run horizontally across the forehead, the fingers should rub up and down, or preferably across the forehead, in small circles from the center outward.

New Rainproofs. There are some novel designs in the rainproof cloths, chief of which is known as griffonette. This material, like others of its class, presents not a hint of its utilitarian purposes, and since all of the modish colors upon the calendar are to be had in it, there is no reason why it should not be fashioned after the very latest caprices of the mode.

Smart Collars and Jabots. One can never have too many smart collars and jabots and chemisettes. For the present styles, and further additions to the stock are always welcome. Transparency at the throat is almost a fundamental point of recent productions, and the cascade, jabot, chemise or such other design that is selected for the wee folk of the nursery, should be openworked in character as well may be.

CLAIMS CITY OWES HIM \$1200

Former Chief Deputy of Street Department Thinks Civil Service Ruling Helps His Case. Believing that the ruling on the three inspectors in the street department applies to his case, Roy McKeon, formerly chief deputy in the office of the street superintendent, confidently expects to collect his bill of \$1200 for services which he believes he should have rendered.

When Street Superintendent Hanley came into office the council passed an ordinance abolishing the position of chief deputy, and as there was no longer a job for him to fill, McKeon was compelled to get out. Soon afterwards the council created the position of secretary of the street department and McKeon claims that the two positions are identical in everything but name.

When it was announced that under civil service rules Hanley could not discharge three inspectors whom he had laid off in order to reduce his pay roll, McKeon believed the ruling applied to his case. Members of the council state, however, that the two cases are not similar, as they have a right to abolish either at their discretion. In this contention the council is upheld by the civil service commission.

MRS. KERNOCHAN TO WED

Engaged to J. H. Foster, a Gentleman Rider Prominent in England. By Associated Press. NEW YORK, Dec. 8.—Announcement was made yesterday of the engagement of Mrs. Eloise Kernochan, widow of James L. Kernochan, to John H. Foster.

Mr. Foster came to this country about a year ago to act as huntsman for the Meadowbrook park. He is a gentleman rider of considerable prominence in England. No arrangement has as yet been made for the wedding, but it will probably be in June. Mrs. Kernochan still retains her stable of hunters and will use them for hunting next spring.

WILL STILL RIDE FREE

New Jersey State Officials Are Not Affected by Cutting Off of Passes. By Associated Press. NEW BRUNSWICK, N. J., Dec. 8.—The new ruling of the Pennsylvania and other railroads cutting off all passes will have little effect within the limits of New Jersey, in the opinion of a attorney of this city. In New Jersey the right to ride free over all roads is given to an army of state officials. This right, however, is limited to the traveling made necessary in the discharge of their official duties.

CORPORATIONS INSURE THEIR WORKINGMEN

OLD AGE PENSION SYSTEM IS INCREASING Incentive to Good Conduct and Faithfulness in Service Secured by Reason of the Adoption of the System

Frank A. Vanderlip, vice president of the National City bank of New York, publishes an able article in the December number of the North American Review on "Insurance for Workingmen," in which he says: "As a rule, those American corporations which have adopted the old-age pension system have treated the matter in the light of deferred wages, the corporation bearing the entire expense of the pension requirements. The method of the Pennsylvania railroad is typical of this form."

In this word, the Pennsylvania railroad retires upon a pension all officers and employes compulsorily at the age of 70, and it may retire them between the ages of 65 and 70, provided they have been thirty years in the service. "The amount of the pension varies with the years of service, and with the average monthly pay for ten years preceding retirement. The average monthly pay for ten years of service, the pension is 1 per cent of that amount for each year of service. The company reserves the right to alter this basis whenever the allowance made under it shall demand an annual expenditure in excess of \$36,000."

"When the Pennsylvania officials were examining the subject they found that nearly every important railroad system in the world, outside of America, had provided in some form for the retirement of old employes. The basis of the plans adopted by all the foreign corporations and governments contemplated contributions on the part of the men, that was not according to the ideas of the Pennsylvania officials. In that case, the company wished to assume all the expenses involved; and, in that respect, the practice of the Pennsylvania company, and of most other American corporations, is in variance with the accepted practice elsewhere in the world. Another method, of which a typical example is that of the First National bank of Chicago, provides for contributions to the pension fund by both employer and employe."

"In respect to the age of retirement, there is a fair amount of unanimity in all plans. The majority of the schemes fix the age at 65. A number of them, the Pennsylvania railroad being an example, give some play to the judgment of employing officers so far as the retention of employes between the ages of 65 and 70 is concerned. The Carnegie company retires men at the age of 65 and the Grand Trunk railway of Canada at the age of 55."

"As a general rule, in the plans thus far adopted in this country, specified length of service is required as a condition precedent to obtaining a pension. The Canadian Pacific, Illinois Central and Baltimore & Ohio railroads have fixed the term of service at ten years. The Carnegie company and the First National bank of Chicago fixed it at fifteen. The Southern Pacific and its allied lines make it twenty years, while the Pennsylvania railroad and a number of eastern schemes, embrace such considerations as these: "The pension attaches the employe to the service, and thus decreases the liability to strike. It makes more certain the employe's future position, and the lines of work with which he is perfectly familiar. Of quite as much importance is the fact that a pension system enables employes to dispense with clerical and inefficient, and thus gives constant encouragement to good effort on the part of younger men hoping for promotion. When employes realize that unsatisfactory conduct may at any time lose them, not only their present positions, but also which, in such a labor market as ours, might be easily made good—but that it entails further the loss of a very valuable asset, the employe's right to a pension, the incentive to good conduct is greatly increased. It operates especially as a means to retain men between the ages of 40 and 50, when they have acquired the experience and skill which make them specially valuable, and prevents their being tempted away by slightly increased wages for a temporary period."

"Practically without exception those American railroads which have adopted the pension system provide the entire fund out of which pension allowances are paid. The Grand Trunk railway requires a contribution of 2 1/2 per cent of the monthly wages. The First National bank of Chicago requires a contribution of 3 per cent. While the employe contributes to the fund, provision is always made for the return of his payments in case he severs his connection with the service. "The reasons why institutions in the United States are beginning to adopt old-age pension schemes, embrace such considerations as these: "The pension attaches the employe to the service, and thus decreases the liability to strike. It makes more certain the employe's future position, and the lines of work with which he is perfectly familiar. Of quite as much importance is the fact that a pension system enables employes to dispense with clerical and inefficient, and thus gives constant encouragement to good effort on the part of younger men hoping for promotion. When employes realize that unsatisfactory conduct may at any time lose them, not only their present positions, but also which, in such a labor market as ours, might be easily made good—but that it entails further the loss of a very valuable asset, the employe's right to a pension, the incentive to good conduct is greatly increased. It operates especially as a means to retain men between the ages of 40 and 50, when they have acquired the experience and skill which make them specially valuable, and prevents their being tempted away by slightly increased wages for a temporary period."

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