

LOS ANGELES HERALD

BY THE HERALD COMPANY FRANK G. FINLAYSON, President ROBT. M. YOST, Editorial Manager S. H. LAVERTY, Business Manager

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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., 846 Market; at News Co., S. F. Ferry, and on the streets by Wheatley.

Population of Los Angeles 228,298

Never mind, ladies, the Easter hats will keep.

Help! Link Steffens is coming! What's the council done now?

If these clouds don't blow away, it'll be pretty rough on the Easter bonnets today.

The population of Los Angeles has doubled since 1900. Think of that while!

As Dowle doubtless knows, it profits little to be a prophet when others swipe the profits.

Senator Platt will make no effort to be re-elected in 1909. He probably realizes that it wouldn't be worth while.

The library has at last been removed from the contamination of the city hall, and every book in it now breathes easier.

Governor Pardee is not worried by the political bee, he says. Probably because it isn't buzzing in Pardee's vicinity right now.

Blizzards have followed the tornadoes in the middle west and the rivers are on the rise. How'd you like to leave California right now?

Vesuvius having calmed down, Dowle having subsided and "Scotty" being in jail, the earthquake in Formosa butts in just to keep something doing.

It seems almost remarkable that Los Angeles should have more than doubled its population in six years. But the figures are there to show it.

The recollections of the First ward may still save themselves from folly if they will wander over into the Sixth and take one look at "Dock" Houghton.

Those Shriners who "crossed the burning sands" at Fiesta park last night have at least this satisfaction: The weather was tempered to the shorn camels.

According to the requirements, the new Los Angeles federal building must be finished by July 1, 1909. Let us hope that it will at least have been started by then.

Bank clearings in Los Angeles broke all local records last week, exceeding in amount more than \$2,000,000 each day. Now, what do you think of that for a young metropolis?

Lieutenant General John C. Bates retired from the United States army yesterday and General H. C. Corbin gets his rank. Microscopes supplied free that Corbin may be seen in Bates' shoes.

Students of one of the local colleges serenaded Mayor McAleer yesterday and he wanted them arrested for disturbing the peace. The only music that sounds sweet to the mayor's ears is the din of a boiler factory.

Next Wednesday will be Democratic Day in Los Angeles. The presence of the state committee and other distinguished leaders should result in sounding a campaign keynote that will carry the great Democracy of California to victory this fall.

The clearings of the Los Angeles banks for the week just closed broke all records in the city's history, and ran 50 per cent above those of the corresponding week of 1905. Besides, two days ran ahead of any other two days in the city's history. Going some, aren't we?

The board of public works is quite right in refusing to close East Fifth street unless the new Arcade station makes a footway thoroughfare through the building to the east. Much as Los Angeles needs a new station, it needs ready access to its various parts still more.

Permits for 200 cottages have been issued in Los Angeles since April 1, the total number of permits being 419, valued at \$611,998. Permits for the past week were 196, valued at \$278,557. The sixth ward was first with fifty-three permits, the fifth ward second with thirty-three and the ninth ward third with thirty. April is going to be a great building month—as are all other months in Los Angeles.

LOS ANGELES THE MARVELOUS

The Los Angeles City Directory company has just completed a thorough canvass for names, the result showing that this city now contains a population of 228,298.

Los Angeles has more than doubled in number of inhabitants since the United States census of 1900.

Bank clearings in Los Angeles last week broke all records for this city. Clearings for every day of the week exceeded \$2,000,000, the total for the entire week being \$14,153,130.84.

The clearings for last Wednesday were \$2,598,206.81, the largest day on record in this city, but all the other days last week were close to that figure, the amount on Monday being \$2,575,336.82.

Even on yesterday, a half holiday, the clearings exceeded \$2,000,000.

The railroads have estimated that the combined attractive powers of Los Angeles itself, its Fiesta, the Shriners' convention and low rates will bring to this city early in May no fewer than 65,000 persons. They further estimate that each person will spend at least \$100 in coming, staying here and going.

As the average rate, broadly speaking, will be \$50, that leaves one-half of the \$100 to be spent in Los Angeles—a total of \$3,250,000!

Persons of even the most statistical minds back east, who are not familiar with the facts hedging about Los Angeles and the conditions governing her phenomenal growth, often wonder what basis exists for a "boom" here, and how long before the "bubble" will "burst."

They retain memories of the unprecedented, wildcat "boom" in the middle west a decade or so ago, and class Los Angeles' growth and activity with that ephemeral flare-up.

The above statement is respectfully referred to their notice.

They must remember that throughout the winter—as well as all last summer, to go no further back—this city has been absolutely thronged with visitors. Night after night hotel accommodations have been unobtainable, though Los Angeles is exceedingly well supplied with inns.

They must recollect that even now the tourist throng has only slackened, not ceased to pour in, and that the homeward tide has been exceedingly small. They must impress on their minds that thousands, literally, come here to live every month.

Then, perhaps, they will see that Los Angeles has no "boom"; wants none; expects none; that Los Angeles' growth is so stupendous because people want to come here; because every such gathering as that of the Shriners, while it leaves a wealth of money here, does more—it acquaints thousands with the charms of the most delightful climate on earth, and brings most of those who can get away from the east here to live.

Los Angeles ranked third last month in number of building permits issued, and fifth in their value, in all the United States. That means that these people who come here build homes and stay. And the result is that the city is growing at a wonderful rate, but in a steady, permanent and conservative way, utterly devoid of sensationalism or puff.

In the Shriners' clan will be hundreds who never saw Los Angeles. They will have their eyes opened—very wide. They will go back east and spread the glad news of a perfect climate, a lovely, prosperous city and a happy land. Many of them will return; many of their friends will accompany them. That is where the real good will come to Los Angeles from the Shriners' coming.

Los Angeles is not the only tourist resort on earth; is not even the greatest. Florida, Cuba, Bermuda, the south of France—all of these have strong claims. But no one hears of any permanent growth in them. They are places of transient stay only. This city grows; that proves in itself the solid foundation on which it is built.

There is only so much of Southern California—and there never can be any more. Those who come early get the pick of the land. Those who know the land are coming. That's why we grow.

SOUTHERN STATESMANSHIP

Not since a period antedating the civil war has southern statesmanship in congress been so influential as it is at the present time. In the senate, particularly, southern men are recognized as leaders in the most important issue that has been under discussion in many years. And, anomalous as it seems, the ablest defenders of the president's attitude in that issue—the railway rate bill—are senators from South Carolina and Texas.

There could be no more impressive evidence of the thorough re-cementing of the Union than is seen in the spectacle of Senator Tillman and Senator Bailey fighting a forensic battle in behalf of President Roosevelt. The spectacle is all the more striking because the senators against whom those typical southerners contend are the most prominent leaders of the republican party.

Senator Aldrich is the leading figure in the group of defenders of railway monopoly, while Senator Tillman is chief sponsor of the pending rate bill. The former is connected by family ties with the chief of American monopolists, a daughter of Senator Aldrich being the wife of the junior John D. Rockefeller. Senator Bailey, the most potential aid of Senator Tillman, represents the largest state in the Union, while Senator Aldrich represents the smallest—the little pocket borough of Rhode Island.

This senatorial battle of intellectual giants, in view of the peculiar features alluded to, strikes the observant American as extremely significant. It shows the greater weight of republican influence in the senate arrayed in defense of railway monopoly, with southern democratic leaders on the aggressive in behalf of the great mass of the American people.

Is this remarkable condition the entering wedge of a split leading to a new national political alignment? It surely will render the breach between the dominant factor in the republican party, as represented by congressional opponents of the rate bill, and the great body of the people as represented by such champions as President Roosevelt and such senatorial giants as Bailey and Tillman.

Frank Wiggins, secretary of the chamber of commerce, suggests that if Mr. Huntington cannot afford to run all his machinery all night just for owl cars, he could employ motor cars for the owl service and make money. It is a splendid suggestion, and the attention of Mr. Huntington is called to it as an inexpensive and efficient way to accommodate a clamorous public.

More operators and miners signed the wage scale yesterday. The "strike" after all seems like an April fool joke.

WEEK END GOSSIP OF LIVELY INTEREST FROM NEW YORK

Special Correspondence of The Herald.

NEW YORK, April 14.—New Yorkers must "step lively" when ordered to do so by a "step lively" guard. The premises were made plain today by Justice Laughlin, in the appellate division of the supreme court, during the review of an action brought by a woman who had been injured owing to a car striking while she was alighting therefrom. The lower courts had decided for the woman and the case was appealed. It was shown that the plaintiff had kept her seat until the car stopped and then tried to alight. The defense of the car company was that the woman had refused to obey the injunction of the guard to "step lively" and that her injuries were due to this refusal. The court said: "The plaintiff's conduct was quite unusual for a young actress person. She remained seated, not merely until the car slowed up, but until it had stopped. If passengers made no preparations, even while the cars are slowing down, to alight, but waited until the moment ceased altogether, and then stepped back or aside for passengers to board the car, the long distance speed of the cars would not equal that of a pedestrian."

There has long been a cry of protest against the "step lively" order, but Justice Laughlin's decision seems to end it all.

Coney is getting ready. The "hot dog" man made his appearance there this afternoon and all that is now needed is a few things to get the old-time fashion and the crowds. Coney will seldom be more pleasant than it was today. With the sun hovering somewhere about the 65 mark and with just enough sea breeze stirring to make walking comfortable, those who took advantage of the day reaped the benefit in more ways than one. The season at Coney will not open for a month yet. Still, there are hundreds of people who have been taking flying trips there during the past few days, and taking a hint to get busy, the proprietors of the different amusement places at the resort have begun to get things in readiness. Today, in whatever direction one looked, painters, carpenters and other artisans were at work, refurbishing and remodeling the different catch-pennies, of which "Little Coney" boasts more than her just portion. The attractions will in the main be the same as last year. So far as could be learned there will be no additions to the list, although a considerable number of those operated last year will be enlarged. Brighton Beach is also sitting up. This beautiful place promises to be even more attractive this season. The Boer war spectacle is the chief attraction at Brighton.

LIFE IN PERILOUS PLACES

Why do people live in such perilous proximity to the awful mouth of Vesuvius?

That thought occurred to most readers of the appalling news that has been coming from Naples. Far up the side of the volcano hamlets and villages were located, and the whole cultivable area was dotted with homes. Down in the plain, within the radius of Pompeii's distance from Vesuvius, populous towns and cities are located. Within the danger circle scores of thousands of human beings have their habitations.

Why do people take such risks when this big earth offers practically boundless opportunities for safe and comfortable living?

And yet, come to think of it, there are vast numbers of people in our own blessed land of America that live in the shadow of perils scarcely less terrible than the belching of Vesuvius. Think of the havoc wrought, without even a warning, by the tornadoes that are so common in many sections of the United States, and which are occasional visitors in nearly every state east of the mountains. Think of the loss of life and the property destruction caused by floods, cyclones and blizzards. And, in addition to such terrible visitations, think of the suffering that results from such normal climatic conditions as are found in many eastern states.

Why do so many eastern people seek homes in Southern California? That is a standard query in the minds of Pacific coast people who dwell northward of this land of sunshine. It really is a cause of wonder, in answer to that query, that this section of the state is not absolutely overwhelmed by an in-pour of homeseekers from the eastern states. Why should people in the east live in terror of tornadoes, floods, blizzards, sub-zero temperature and the like when by coming to Southern California they may escape all destructive natural phenomena and find ideal conditions for human comfort?

But the easterners are beginning to understand the situation. They are rapidly awakening to the fact that it is folly to pass a lifetime in conditions of peril or discomfort when Southern California invites them to a land wherein life always is worth living.

A Fight on the "Growler"

The Rev. J. H. Curry of the St. James' Catholic church, presides over one of the most remarkable parishes in the world. It covers the Cherry hill region between the Bowery and the East river. For the last ten years he has been the spiritual director and in practice the personal father of 9000 Irish and 15,000 Italians, to say nothing of members of his church of other nationalities. The Rev. Mr. Curry has been the one determined and persistent foe of the saloons of the neighborhood. He has recently opened a crusade against those places that sell beer to children; the purchases not being made, of course, for their own use, but in pails to carry home to their parents. He is very much in earnest in his endeavor to stop this form of evil, and his efforts have resulted in the refusal of many saloons to furnish liquor of any kind when the order is brought by a child.

Courtesies Between Men

New Yorkers still cling to the ancient custom of tipping their hats when greeting a man, friend or acquaintance. It is a common sight to see a staid, prosperous-looking business man as he passes an acquaintance tipping his hat, although the other is alone, and unaccompanied by a woman. It is the same after a party has been together, the members at dinner probably, or at the theater. You will notice that as one separates himself from the others he will say goodnight, or au revoir, and then tip his hat. Also, when one man is introduced to another, it is done by a subway ticket that he will lift his chapeau. Wonder why it is?

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NOTICE To the Piano Buying Public Steinway Pianos ARE ALWAYS SOLD AT ONE PRICE Positively No Deviations This Notice Concerns You READ IT! In view of the fact that so many prospective purchasers of pianos come to us expecting to buy STEINWAY PIANOS at less than schedule prices, we find it necessary to state positively and definitely our method of selling these world-renowned instruments. Below is printed a list of OUR Steinway prices—and the comparative prices charged in the east by the makers themselves, for the same styles. The slight advance charged by us over eastern prices barely covers actual cost of freight and handling. There is absolutely no deviation from prices printed below—except a straight 2 per cent cash discount; and even this does not apply when another piano is taken in exchange as part payment. We POSITIVELY will not deviate one iota from our published prices, no matter what argument the buyer may bring to bear. This applies to individuals and institutions alike. Not one single penny—beyond the 2 per cent cash discount—to anyone. This is an unalterable rule—one that it will be well to bear in mind—because we will NOT cut the price on a Steinway Piano, so it might as well be definitely understood at the start. If you want a STEINWAY Piano, you MUST make up your mind to pay the price—a proposition from which there is no appeal. The profits on Steinway Pianos are smaller than on other makes. They cost more to make at the factory and necessarily we have to pay more for them. The prices we quote are the same as those of the past two years, with the exception of two styles—the Vertegrand and Miniature Grand, which are now sold at a lower price than formerly. The large number of Steinway Pianos sold by us during the past two years convinces us that the prices adopted are appreciated by critical buyers, and those who are posted on Steinway prices in the east.

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