

LOS ANGELES HERALD

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THE HERALD IN SAN FRANCISCO AND OAKLAND—Los Angeles and Southern California visitors to San Francisco and Oakland will find The Herald on sale at the news stands in the San Francisco ferry building and on the streets in Oakland by Wheatley and by Amos News Co.

Population of Los Angeles, 300,000
They are still talking in Boise. But it isn't very still talk.

Pasadena will keep cool. Another ice factory is starting there.

The prize fight ordinance has again been postponed. We must have that Burns-Gans go.

The tong wars are quiet and Chinatown seems to be settling down to its usual somnolence.

There are more than 145,000 names in the new city directory. That's a good sized city in itself.

Breakers along the coast are doing so much damage that it wouldn't be surprising if they broke somebody.

Los Angeles is growing at the rate of 100 a day, according to the city directory. That's upward of 50,000 a year.

Maybe that Jap who tried a holdup Sunday night wanted enough money to get back to Nippon so he could fight.

Nick and Alice don't like the San Francisco climate. Why don't they come here and enjoy the real article?

That eastern man who is walking to San Francisco must want to get there worse than a lot of others want to leave.

Chicago anarchists are to abandon Labor day parades, and thus the day will not be one of such hard work as it has been.

And every step after the men higher up makes it look the more dubious for Hearst, Harrin and Harriman, the unholy trio.

Another San Francisco boodler tells the story of his crimes. Really Boise has no monopoly on recitals of moral turpitude.

A New York couple on a honeymoon out "seeing the elephant" have come to grief. The pachyderm ate all their ready cash.

Maybe the Japs are buying war balloons because they have a surplus of hot air war talk and want to put some of it to use.

All the east is still suffering from the heat and prostrations are daily recorded in the cities. How nice that makes Los Angeles seem!

Another terrible steamship disaster off the California coast suggests that better protection for vessels is badly needed in the Pacific.

The directory figures give Los Angeles a population of 275,000. And they are known to be conservative. Probably 300,000 is much closer.

The Japs will probably swallow Korea, but may find themselves in the same comfortable state as was the dog that bolted a live bumblebee.

That chap who sets grass fires to see the department run ought to be made to sprint a few miles himself this weather. Perhaps that would cure him.

The Southern Pacific has cut a huge melon in Boston—of which California furnishes most of the meat, not to speak of the seeds and the rind.

Three boys placed dynamite on the trolley tracks in San Francisco to see a car blow up. Nice education San Francisco affords to small boys.

Long Beach desires to own its own water works. Long Beach could have saved a lot of trouble had it joined Los Angeles in the big Owens river plan.

Those Cubans who object because Americans plant palms that will mature in six years would doubtless have had fits had a few century plants been set out there.

If Los Angeles estimated its population on the same basis that other cities do, in a directory resume, it would show close to 450,000 persons here. But Los Angeles prefers to be conservative.

Pasadena avenue will not be paved because a majority of abutting property owners object. And thus the great highway between Los Angeles and the Crown City remains a disgrace to both.

Los Angeles has more than 1800 manufacturing establishments, with a yearly output of more than \$60,000,000. And yet some folks wonder what Los Angeles would do if the tourist crop failed.

The ex-emperor of Korea wants to administer the government and stay in retirement at the same time. Those Koreans always did have odd notions. And yet that is what Fiddler Schmitz wants to do in San Francisco.

RAILROAD DISASTERS

The fearful wreck of colliding trains and great loss of life thereby at Salem, Mich., coming so closely on the heels of several similar tragedies on local railroads, surfeits one's sense of horror and re-emerges public opinion in its peremptory demand for some adequate punishment and cure for this peculiarly American crime.

Criminal negligence in matters of equipment or service on railroads has been conclusively proven many times, but no punitive results have followed, giving to those morally responsible—if not legally so—a certain contempt for law, such as would not be tolerated in men engaged in other business.

As a people the men and women of Southern California are deeply interested in this matter. The bloody home-going of the Shrimers may affect thousands who would gladly enjoy our many blessings, but for fear of this omnipresent and awful curse of poor railroad equipment and poor service bogged of overworked powers in train crews. The deterrent effects on tourist travel, of that accident, cannot be measured, but business leaders have good cause to dread them.

With thousands of dollars we send men and material to eastern points to encourage travel, the burden of whose message is the trine blessing of safety, comfort and economy; and the next day's dispatches belie our claims, and we seem powerless to help ourselves.

It is idle and barren to result to cite continental roads as patterns of perfection. No men on earth are better railroad men than Americans, and no appliance for safety is known to the business that does not find a place on our roads; and yet the constant creep of the marrow is with us as we read the morning record of men and women killed.

What boots it to the crazed man who is crooning over the shapeless body of his wife that 65-pound rails were used where 95-pound rails should be? The fact that the heavier rail should be used is prima facie evidence of criminal negligence, and the responsible man or men should be jailed just as swiftly as the prowling highwayman who kills for the money to be gained.

The cure lies in attacking the evil at the fountain head of management. Vicarious responsibility is a safe shelter for the management of roads, and until the law is made to pierce this fraud on the people no competent solvent can be found. The crimes of overcharge and rebate and discrimination load our court records and overwork our judiciary, but who knows of a court record laden with proceedings against managers who pave their business policy with the lives of innocent men and women?

That a trainman errs in judgment, or fails to obey orders, are things no man can provide against, but that the roadbed, rolling stock, bridges and the complete mechanism of the plants are safe are things all honest directors should know, and when our laws reach to the pockets and persons of railroad management the pockets and persons of the traveling public will be safer in transit.

A BIG-HEARTED CITY

An incident characteristic of big and warm hearted Los Angeles occurred last Sunday. It was a touching example of brotherly kindness tendered by a benevolent organization to a member in distress.

A local member of the Woodmen of the World, who is partially blind, had the misfortune to lose his little home by fire. With a family embracing five children, the prospect of rebuilding the home seemed hopeless. But his brethren of the organization took the matter in hand. Dozens of them, expert in the building trades, erected a house on the burnt site last Sunday, making it ready for occupancy on Monday.

TRAGEDY AT SEA

Again is the Pacific coast the scene of an awful tragedy at sea, in the sinking of the steamship Columbia, with the probable loss of 150 lives.

This is the third accident to steamships north of San Francisco within two years and is another example of the imperfection of the system or lack of system which seems to prevail in the northern coastwise trade of the Pacific.

It is too early to determine why the steamer San Pedro was out of her course, and why she should have rammed the Columbia. The only present contemplation is one of mental shock at the great tragedy, the sinking of a passenger steamer at sea and the drowning of 150 men, women and children.

Reports last night indicated that a number of persons from Los Angeles were probably numbered among the ill-fated passengers, and many other cities of California are similarly touched with grief. To relatives and friends of the lost there will go out universal sympathy and heartfelt sorrow.

CITY HALL EXPANSION

In ordinary circumstances it would not be difficult to solve the problem presented by the pressure for accommodation in the city hall. We all know that Los Angeles has quite outgrown its present municipal building.

In considering the obvious need for more city hall room the first thought is in line with the advice given to Los Angeles by former Secretary Shaw of the treasury department, "Build for the future—build big." The mistake of working to the contrary of that precept is in evidence now at the city hall.

But while all citizens of Los Angeles would gladly endorse the building of a city hall, big and for the future, there are cogent reasons why that project should be deferred. Such a structure as would be required to satisfy the civic pride of our people and likewise to make sure of ample room for some years ahead would cost at least a million dollars.

In view of present circumstances Los Angeles cannot afford the expenditure of any large sum of money that is not absolutely necessary. The Owens river water project, especially, forbids the outlay of a dollar needlessly within the next four or five years. The large sums required for normal expenses, which are increasing rapidly with each succeeding year, also demand that the new city hall project be deferred until a more opportune time.

This situation is appreciated by all considerate citizens, and hence the proposition to erect an inexpensive annex to the present city hall will meet with general favor. The vacant land on the north side of the structure is neither useful nor ornamental now. It is estimated that a structure costing \$25,000 would afford sufficient relief from the present congestion in the main building to answer for the next half dozen years.

When the Owens river water begins to pour into Los Angeles the project for a municipal building worthy of a proud city of half a million population will be taken up and pushed to completion, with the approval of all citizens.

WIDESPREAD SORROW FOLLOWS DEATH

BELOVED DRY GOODS MERCHANT PASSES AWAY

O. E. Hale Expires at San Francisco Hospital After Surgical Operation—Brother of Well Known Angeleno

The death of O. A. Hale, dry goods merchant, has caused universal sorrow among the business men of California.

Mr. Hale died at the Hahnemann hospital, San Francisco, early last Saturday morning, following an operation for appendicitis performed two days before.

The attending physician stated that during the suffering of his patient he retained his mentality. He bade farewell to the family near the time of his death.

Mr. Hale was enjoying a vacation at Monterey when he was suddenly stricken with the illness which terminated fatally.

The sick man was taken to San Francisco as quickly as possible with the hope of saving his life by a surgical operation.

As a member of the firm of Hale Brothers the deceased was connected with seven stores in California, located in San Francisco, Oakland, Sacramento, San Jose, Stockton, Petaluma and Los Angeles.

Mr. Hale was highly respected and beloved by the large number of employees in the several stores in which he was interested.

Aside from his connection with his extensive dry goods business Mr. Hale had been trustee of the Agnew asylum. He was actively engaged in the reconstruction of the asylum after the San Francisco disaster.

Mr. Hale also had been president of the San Jose and Los Gatos Interurban company.

CHANGE BUILDING LAWS AFFECTING METAL SHS

Council Adopts Inspector Backus' Suggestions for Amendment Which Leading Architects of the City Desire

The board of public works yesterday presented to the city council the draft of an ordinance amending certain provisions of the building ordinance, which ordinance has been prepared by J. J. Backus, chief inspector of buildings, and duly approved by the board.

Mr. Backus states that none of the amendments, with one exception, are of any great importance, but the provisions of the section amended will tend to improve building conditions.

The section noted is a section which the most prominent architects of the city desire to have amended and which related to metal frames and sash. This the architects desire to have changed so that it will read "Redwood frames covered with metal, and wood sash also covered with metal."

"While this might seem to the uninitiated a step backward it really is not so," says the board. The chief inspector of buildings states that the present ordinance is extremely difficult, if not impossible, of enforcement, and that his experience has been that a redwood frame covered with metal is actually as good fire protection as the ordinary hollow metal frame.

A provision is also made in the draft of the ordinance repealing ordinance No. 13,422 for the reason that the city attorney has declared this ordinance to be illegal.

The council adopted the board's recommendations.

CITY ATTORNEY HAS POWER TO STOP HAMMER NUISANCE

Learning the Law, Board of Public Works Sends Petition Back

Petition No. 573, from A. C. Day et al., asking that an alleged nuisance caused by a power hammer, owned and operated by the Baker Iron works on the east side of Euens Street north of College, was referred to the board of public works recently by the council.

The board requested the city attorney to advise what jurisdiction the board had. The city attorney advised that section 23 of the Code of Civil Procedure provides that action may be brought by the city attorney for the purpose of abating a public nuisance existing within the city whenever directed so to do by the city council.

Declares City Should Pay Officials' Bonds

AMUSEMENTS ORPHEUM THEATER

Spring St., bet. Second and Third. Both Phones 1447. MODERN VAUDEVILLE

Anta Bartling—Jack Wilson & Co.—The Great Bernar—Rose and Jennette—Bert and Bertha Grant—Lilla Selbin—Armstrong and Clark—Orpheum Motion Pictures—Last week Virginia Earl & Co.

GRAND OPERA HOUSE The Family Theater. THE ULRICH STOCK COMPANY, Presenting the Spectacular On Dangerous Ground

A Story of Chinatown Before the Earthquake. Matinees Sunday, Tuesday, Saturday. Next week—"A MAN'S BROKEN PROMISE"

MASON OPERA HOUSE Tonight and All Week, Matinee Saturday Only. Ethel Barrymore IN THE GREATEST OF HER SUCCESSSES, CAPTAIN JINKS

Seats selling, \$2.00, \$1.50, \$1.00, 75c, 50c.

BELASCO THEATER EVERY NIGHT THIS WEEK. Matinees Thurs. and Sat. Mrs. Dane's Defense

With HOBART BOSWORTH, LILLIAN ALBERTSON and all the other Belasco favorites in the cast. Next week—"THE ADVENTURES OF LADY URSULA." Seats now on sale.

MOROSCO'S BURBANK THEATER Perpetually packed. There's a reason. TONIGHT—ONLY SIX MORE TIMES—MR. T. DANIEL FRAWLEY and the big Burbank theater stock company in Clyde Fitch's comedy drama,

THE CLIMBERS Everybody in cast, including WM. DESMOND, BLANCHE HALL and all the others. Next week's best—MR. T. DANIEL FRAWLEY and the Burbank company in "The Jilt."

PEOPLE'S THEATER AL G. FLOURNOY, TONIGHT—EVERY NIGHT, MATINEE EVERY DAY. People's Comedy Company and greater vaudeville. HARRY BOOKER AND COMPANY in "THE WALKING DELEGATE." Captain Hope. Six other big feature acts. New motion pictures. Best show in the city for 10c and 20c.

EMPIRE THEATER Third Street, between Main and Los Angeles. Two shows nightly. Matinee Tuesday and Sunday. Ladies' souvenir matinee Saturdays. This week Thomas Curtis' company, presenting "AT THE TURF INN." Mme. Cantwell, Earl and Wilson, Empire stock company. Moving pictures and illustrated songs. Prices 10-15-20-25 cents.

VENICE OF AMERICA Finest Beach Resort in the World. An ideal place to spend an idle season. See the world famous Hawaiian Surf Riders. Plunge bath house, newly opened; also new out-of-doors plunge. Band concerts. Dancing. The Midway ever-changing attractions. Villas and bungalows at reasonable rates.

BIMINI HOT SPRINGS BATH AND PLUNGE Special attractions Friday evening. High diving and swimming races. Take car on Broadway to door.

EXHIBITION OF SILK CULTURE School of Silk Culture. Spinning This Week TAKE GARVANZA OR GRIFFIN AVE. COR. BUENA VISTA REELING COR. BUENA VISTA AND BOLANO AVE. CURTIS SILK FARMS

LOS ANGELES OSTRICH FARM—50 FARE. FIVE ACRES OF GIGANTIC BIRDS. Downtown Salesrooms, 324 S. Broadway. EASTLAKE PARK Magnificent Display

PIGEON CITY The grandest show in the world, 100,000 birds, eating three tons of grain daily. Take University-Garvanza car going north on Spring street to farm. 5-cent fare.

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SANTA CATALINA ISLAND COOL—CLEAN—ENJOYABLE

Greatest Fishing Tournaments Known Famous Catalina Band

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Two Steamers daily except Sundays—three on Saturdays—one Sundays. Full particulars, Banning Co., 594 Pacific Electric Bldg. Main 38, F3036.

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Steamers Manchuria, Korea, Siberia, and China now in service, being the largest vessels sailing from the United States for the Orient via Honolulu. Sailings from San Francisco July 25; August 1, 8, 15, 22; September 4, 12, 20.

For literature apply to T. A. GRAHAM, Agent, 600 So. Spring st., corner Sixth. Also agent for all Transatlantic Steamship Lines.

Little Palace Restaurant Bauer & Hoffman, Proprietors. Everything served a la carte at popular prices. 303 1/2 West Second st., Los Angeles.

LEVY'S CAFE Third and Main. This is summer weather, but you may look into the big kitchen and windows of LEVY'S CAFE and see that everything is scrupulously clean and inviting. Good ventilation. Fine music. Excellent service.

BRISTOL PIER CAFE Hollister avenue, Santa Monica. If you have not heard the singing parrot you have missed one of the wonders of the bird family. Numerous baths that interest visitors.

EASTLAKE PARK HOT SULPHUR BATHS. Warm plunge, hot tub baths, special treatments. Eastlake, Downtown avenue or Pasadena Short Line cars. One fare.

HARNESS S. C. FOY SADDLERY 315 N. Los Angeles Street

THE KINGSBURY PIANO THE INNER-PLAYER PIANO

With a Kingsbury Inner-Player Piano in your home, every member of the family may have the pleasure of playing at will.

The mistress of the home enjoys a musical hour to herself as well as the ability to entertain her guests.

The boys and girls love it, and are musically educated by using it.

The business man delights in the relaxation he receives and in realizing that he loses nothing by not having learned to play the piano when a boy.

Easy to Play—Easy to Possess

There is no reason to deprive yourself, your family and your friends of the pleasure a Kingsbury Inner-Player Piano affords. It costs but \$650—and a small cash payment, then a little each month will make you the owner.

The Wiley B. Allen Co. Established 1876. KNABE PIANOS INC. 416-418 South Broadway OTHER STORES

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SHRADER'S \$2.50 SHOES

325 South Spring, 402 South Broadway, 511 South Spring

REMOVAL SALE

Machin Goes to Broadway. We're going to close out all stock on hand before we move to Broadway.

BUY NOW \$7.50 to \$25 waists go at just half price. Lingerie waists, worth up to \$7, now \$3.50. Tailor made waists three for \$5.

BUY NOW Belts, neckwear and handkerchiefs all go at big reductions—some half price—some not more than one-third of the former price.

BUY NOW The Machin Shirt Co. 124 S. SPRING ST.

CITY OFFICIALS TO PAVE MARENGO AVENUE BRIDGE

Under the terms of a contract with the Los Angeles Interurban Railway company (under which the said company constructed a bridge over its tracks at Marengo avenue), the city was to pave the Marengo avenue bridge and the said company was to reimburse the city for the cost.

The bridge has been completed and it is now time to pave the same.

The board of public works yesterday asked the council to adopt a resolution of authorization so that it could advertise for bids and award a contract for the work. This was done.

As soon as bids are received the board will collect the expense of the work from the railway company.

THE CHANGED STANDARD

Billboard—Did you look over those advertisements I prepared? Circus Manager—Yes, and you'll have to print 'em down. They read like a lot of book lectures.—Puck.

Large Lots Elevated

Cheapest Close In

That's what they are, the cheapest close-in lots on the market, only a few minutes from the business center of Los Angeles on easy riding cars, taking you through the finest section of the city. Get off at Manchester avenue and you will see one of the highest grade tracts in the southwest, high and dry in the winter and cool in the summer with a grand view of Mt. Lowe and Old Baldy and the cities of Los Angeles and Hollywood. Take the Redondo, Gardena division, cars or San Pedro Interurban.

FREE EXCURSIONS MANCHESTER HEIGHTS

Manchester Heights is located only one block from the \$14,000 public school and opposite St. Michael's chapel and school; also near churches of several denominations; the subdivision is beautifully located at the southwest corner of Manchester and Vermont avenues, adjoining the city limits, and has a gentle easterly slope which affords an excellent drainage and is supplied with an abundance of artesian water, which is piped in all streets. Prices only \$250 to \$750, on easy monthly payments, discount for cash. Get free tickets at our office.

Grider-Hamilton-Oswald Company

225 West Second Street

Brigden & Benedict JEWELERS

507 So. Spring St. HOTEL ALEXANDRIA

The Mrs. S. J. Bridge Remedy for the cure of cancers and tumors. No knife or plaster. Twenty years' experience. Mrs. Bridge at office daily, 10 to 4. The Chester, Cor. 5th and Spring.