

STORMS IN EAST WORST IN YEARS VAST DAMAGE DONE BY TERRIFIC BLIZZARDS

BUILDINGS WRECKED; ALL TRAFFIC SERIOUSLY DELAYED

High Winds, After Wreaking Havoc, Subside in Middle and Northwest and Increase Toward New York

[By Associated Press.] CHICAGO, Jan. 30.—Chicago and the middle west arose today with the assurance that the worst of the storm which devastated this section of the country yesterday was over and that it would be quickly followed by clear, cooler weather, while the east inhaled the blizzard.

The damage done by wind and sleet can scarcely be estimated. Many cities and towns are still practically isolated, and train service remains demoralized. In the Dakotas and Nebraska hope is held out for immediate improvement in conditions.

In the south the storm was the most severe in recent years, and the story of wrecked buildings, interruption to wire communication and general distress is almost a duplicate of that sent from the north and northwest.

Railroad traffic is also badly delayed in Arkansas, Oklahoma, Mississippi and portions of Texas. Fire and havoc from high winds have resulted in loss of several hundred thousand dollars.

The heavy snow in the west and northwest of Chicago is the most serious result of the blizzard. The delay in freight traffic and passenger traffic will probably continue for some time. The loss of life, considering the extent of the area afflicted, has been insignificant.

BLIZZARD FROM WEST THREATENS TO TIE UP TRAFFIC IN NEW YORK

NEW YORK, Jan. 30.—The center of the western blizzard reached this city today. Accompanied by a high wind, a heavy fall of wet snow, succeeding a rainfall through the night, filled the streets with slush which threatened to delay all city transportation except the subway.

Frequent accidents to pedestrians were reported. With the front windows of the street cars thickly coated, motormen were unable to see pedestrians crossing the street crossings, and snow on the tracks delayed the cars.

Among the hundreds who sought shelter last night in the municipal lodging houses were about forty men and children. Most of the men were put to work clearing snow.

Fire which broke out in a stable on Montrose street, blocked the road so rapidly that forty families were turned into the street. An adjoining tenement was soon in flames and the tenants in it had narrow escapes.

DENVER'S STREETS BLOCKED BY DRIFTS TEN FEET DEEP

DENVER, Jan. 30.—Snow from seven to ten feet on the level and drifts many feet deeper are blocking many of the lines of the Colorado railroads, but most of the passenger trains stuck in drifts at remote sidings and small stations have been reached and the passengers are being taken care of.

The Colorado and Southern passenger train which has been marooned near Jefferson for two days is still in the snow, but the passengers have been brought to the village.

The Denver & Rio Grande broke its three days' blockade on Cumbres pass yesterday and released the snowbound Durango passenger train.

The Rio Grande Southern road, however, still is badly blocked in the vicinity of Durango, and the big rotary plow was broken. The line to Telluride has been blocked for nearly a week, and it probably will be another week before the road is opened.

The line to Silverton was opened last night after being blocked ten days. Some of the snowslides cut through were from thirty to forty feet deep. Trailroads of coal and supplies are being rushed to Silverton, which city has been close to famine.

SNOWSTORM AT CINCINNATI IS CAUSE OF FATAL ACCIDENT

CINCINNATI, Jan. 30.—The snowstorm and consequent slippery tracks is given as the cause of an accident today that released the lives of two lives, while several other persons were injured.

A College Hill main line car with thirty-seven passengers jumped the rails on Clifton avenue and tumbled down a steep embankment, landing at the bottom of a ravine with a mass of shrieking, fighting and weeping children caught under it or hurled from platform or through windows.

More than a score of passengers were injured, some seriously. The motorman, Joseph E. Mulligan, is believed to be dying, and Chief of Detectives Poppe is probably fatally hurt.

were twenty-one alarms. A number of residences were burned, with losses of \$5000. Four residences burned yesterday at Grand Saline.

The grain elevator at Bison, near Kingfisher, Okla., with a quantity of corn in cars, burned, causing a loss of about \$25,000. In the Glenn oil pool near Tulsa the damage is probably \$50,000 by reason of the wind having leveled many derricks. Fifty derricks are down in the oil field near Kiefer, Okla.

In the Texas Panhandle the sand storm was terrific. The gale has been followed by a cold wave which embraces the entire southwestern country from Kansas to Southern Texas and into New Mexico.

Great Damage in Oklahoma MUSKOGEE, Okla., Jan. 30.—Great damage has been done throughout Oklahoma by the terrific windstorm that has swept the state the last twenty-four hours. Business has been practically suspended; people have stayed indoors. Thousands have been panic-stricken by the fear of injury or death from falling wires or poles, endless numbers of which have been leveled to the ground by the gale.

Kentucky Swept by Blizzard LOUISVILLE, Ky., Jan. 30.—Kentucky and other parts of the south today are in the clutches of a genuine blizzard. Snow fell throughout Kentucky and sections of Tennessee nearly all night, and high winds prevailed both at Memphis and Atlanta. At Knoxville the mercury registered 13 degrees above zero. Nashville reports 12 above and snow generally throughout middle Tennessee. All trains are late.

Storm Causes Big Fire COFFEYVILLE, Kas., Jan. 30.—The town of Nowata, across the line from here in Oklahoma, was almost wiped out by a blizzard today. The storm destroyed thirteen business houses, two banks and the county court house, which latter held all the records of that county in Oklahoma. The loss is estimated at \$200,000. The intense cold made it difficult to fight the flames.

Snowstorm Causes Wreck SCHITUATE, Mass., Jan. 30.—Driving in through a blinding northeast storm at daybreak today, the three-masted schooner Helena, lumber laden from Savannah to Portland, Me., brought up on the beach on the south shore of Massachusetts bay. The life saving station had no difficulty in firing a line across the rigging and pulling the Helena's eight men to land.

Church Carried to Race Track HOT SPRINGS, Ark., Jan. 30.—The Third Baptist church was lifted from its foundations yesterday by the heavy snow. The church was carried to the race track. Several plate glass windows were broken either by the pressure of the wind or by flying missiles.

Michigan Traffic Suspended BENTON HARBOR, Mich., Jan. 30.—As a result of the blizzard traffic is almost entirely suspended in this section of Michigan. Snow drifts in some instances are twenty feet deep.

30 Degrees Below Zero ST. PAUL, Minn., Jan. 30.—The coldest point in the northwest today was at Minnedosa, where it was 30 degrees below zero.

BANDITS KILL OFFICER—Bandits attacked the settlement on the Big D. Surdo ranch, District of Minn. state of Chihuahua, Mexico, Thursday night and in attempting to capture the Chief of Police Cesario Acosta was killed. The marauders escaped.

GIRL DROWNED—While crossing Salt river near Phoenix, Ariz., late Friday a party of three people were precipitated into the water and Miss Florence Brown of this city, the youngest, drowned. George Wilson and Andrew Miller, both of Tempe, Ariz., had a narrow escape, Miller being rescued unconscious.

FIND DEMENTED MAN—A man, barefoot, starving and almost demented, is at the house of a farmer near Shabbona, Ill., who believes the man who jumped from the window of a Northwestern train at Maple Park a few days ago. He had two pockets a ticket from San Francisco to Chicago and \$70 in gold.

LOOK FOR MOURNERS—Believing several of the survivors of the fifty young women who marched beside the coffin of Abraham Lincoln when the funeral rites were held in Chicago are still residents of this city, the Lincoln centennial committee has begun a search to bring them together for participation in the Lincoln week program.

DIES AGED 106—Mrs. Mary Partridge died at the Kings County hospital in Brooklyn at the age of 106 years. Her death was the result of exposure and age. On January 13 she wandered through the door at the home of a cousin, lost her way and fell unconscious in the snow. Taken to the hospital she never fully recovered.

CREW GIVEN \$1000—After a farewell dinner at the sailor home and the Seaman's Friend society of New York the crew of the White Star liner Republic, which sank after colliding with the Florida last week ago, sailed for England yesterday on the steamer Baltic. More than \$1000 was raised by subscription for the crew who lost their clothing and belongings in the wreck and they were well fitted out before their departure.

ERUPTION FEARED—According to a report in San Francisco Grizzly mountain, located in Lake county, about seventy-five miles from San Francisco, is showing signs of eruption. Ranchers living near the mountain have been disturbed for some time by rumbling noises which seem to come from its depths. The mountain is located in the St. Helena range which abounds in volcanic signs while the geysers nearby spout hot water and steam.

TO DISINTER CHINESE—What remains of the bodies of sixteen Chinese, interred in a Congressional cemetery, Washington, will be disinterred and taken to China, it being the wish of every Chinaman who dies in this country that his body shall find a resting place in the flowery kingdom. The necessary permits for taking up the bodies were given by the health department yesterday. Arrangements have been made to take the bodies aboard a vessel scheduled to start from New York next Thursday.

HAVE FIGHT ON SHIP—A heated controversy over the relative merits of their respective governments between a Japanese and an Alaskan Eskimo, led to a desperate battle between the two on board the revenue cutter McCulloch, where both are employed. The Japanese taunted the Eskimo with being the captain of the cutter. Although the Eskimo was nearly exhausted, he pleaded to continue.

FIRE GUN AT PREACHER—A man registered at the Hotel Crillon under the name of G. H. Burton of Chicago, fired two shots late Thursday night from his window in Oklahoma City. The man was holding services in the street near the hotel. The plate glass window of a store across the street was shattered by the bullets but the preacher escaped unharmed. Burton was arrested and told the police he was a real estate dealer and horse trader from Oregon. The preacher, who came here recently to organize a new sect, has not been seen since the shooting.

PLAN SKYSCRAPER—An eastern syndicate, of which Henry C. Frick is the head, is negotiating for ground in Chicago on which it is planned to erect what will be the largest office building west of New York. The property said to be involved in the deal is on the corner of La Salle and Dearborn streets. The building, which is to be 40 stories high, is to be built on the site of the Victoria hotel.

SEEKS TO FOIST TRICKY MEASURE S. P. AND ALLIED INTERESTS BACK STETSON BILL

RAILROAD REGULATIONS PRESCRIBED TO SUIT SUBJECT

Cleverly Worded Sections of Proposed Law Are Analyzed and Exposed. Defeat of Purpose Probable

[Special to The Herald.] SACRAMENTO, Jan. 30.—By the time Senator Campbell, Senator Miller and Senator Caminetti have finished their work of analyzing the Stetson railroad bill, so-called, but which is really the railroad bill, prepared in the office of that good friend of the railroad, Attorney General Webb, and promoted further by Governor Gillet, the monstrous scheme of the men who tried to foist it upon the public as a measure seriously intended to "regulate" the railroads will be manifest.

There are many serious objections to the bill that even its most violent enemies will not undertake to enumerate them all in argument against its passage.

They feel that when attention shall have been directed to half a dozen of its big defects, any one of which is bound to prove fatal, the administration and the railroad will not have a leg to stand on.

The defeat of the bill is practically assured, unless some trick should be turned at the last moment by the desperate railroad lobby which has established headquarters at the Capital hotel—something like kidnaping some of the anti-railroad members just before roll call on the passage of the bill.

The most serious of all the serious objections to this measure is to be found in section 37 of the act, which provides that the railroad companies shall file complete schedules of all their rates now in force and effect; that after these schedules are filed the railroad commission must adopt the same or other rates and serve a copy upon the companies affected.

In other words, it requires positive action by the railroad commission before any rates are legally fixed; and if the rates have not been legally fixed there can be no punishment for rebating or for discrimination.

What It Would Do The enactment of this bill into law would leave California in precisely the same position the state has been in for years. The reason why rebating and discrimination have not been punished in this state under the present law is because the railroad commission has refused and neglected to establish rates, as required by the constitution—a point brought out last winter by the Los Angeles Herald.

In his bill Senator Campbell has attempted to meet this condition by providing that the railroad companies shall file full schedules of their rates, as is provided in the Stetson bill, but with this most important difference, that upon the filing of the rates they become the established rates without any action on the part of the commission.

The commission is given full power, of course, to modify or change the rates so established at any time.

Another most serious objection to the Stetson bill is that it provides for a demurrage to be charged to shippers if they hold cars of the railroad more than forty-eight hours, but it does not impose any penalty on the railroad for failure to furnish cars to the shipper when needed.

The bill is very obscure and uncertain also with regard to what remedy any injured party would have if he suffered any damage by the failure of the railroad to furnish cars to the shipper when needed.

As the bill is so obscure and uncertain it would be necessary for a person who suffers any damage or injury at the hands of the railroad company to bring his suit first before the commission; if the commission saw fit to award damages he would still be compelled to go to the courts to recover the amount of damages fixed by the commission.

The Stetson bill would give to the commission any power to regulate the kind and character of the service which railroad companies shall furnish.

It does not provide that the commission shall have power to compel railroads to put in switches and side tracks where the volume of business demands it, which the Campbell bill does.

It does not provide that no greater rate shall be charged for a shorter than for a longer haul.

It gives no power to the commission to forbid the watering of stock. In many other details the bill is seriously defective, and it is difficult to find any genuine relief to the shippers of California it must be amended to such an extent as radically to alter its chief purposes.

The railroad lobby occupies plenty of room at the Capitol hotel. It has stenographers, two or three sharp attorneys, messengers and all the paraphernalia necessary to speedily and effectively work. Instead of infesting the corridors of the state capitol and the senate and assembly chambers as of yore, the lobby is now in the corridors of the Capitol.

Nothing was known of the action of the railroad lobbyists in opening spacious headquarters, the employment of a big staff and the frequent visits of certain members of the legislature to the rooms for the purpose of holding conferences with Burke or one of his lieutenants, until the People's lobby quietly notified one or two newspaper men at the capitol. There is some talk of publishing a complete list of the names of the members of the legislature who frequent these rooms, with the hours and minutes of their arrival and departure each day. This would create a profound sensation—more of a sensation, in fact, than anything in the line of publicity for which the People's lobby is responsible thus far.

AMUSEMENTS HAMBURGER'S MAJESTIC THEATER OLIVER MOROSCO, Lessee and Manager. Broadway, between 5th and 9th. Matinee Wednesday —ALL WEEK— Matinee Saturday

John Cort PRESENTS Florence Roberts IN HER SUCCESS "THE HOUSE OF BONDAGE" by Desjardins Diermer

Prices: 25c, 50c, 75c, \$1. A few front rows \$1.50. Order carriages for 10:40. NEXT WEEK —NEXT WEEK Beginning Sunday Matinee

Matinee Wednesday Special matinee Friday—Matinee Saturday Lincoln's birthday The greatest of all Victor Herbert's musical shows. Babes in Toyland BIG BEAUTY CHORUS INCOMPARABLE CAST Including Eddie Redway, Gene Ormond, Gus Pickley, Helen McLeod. Prices: 25c, 50c, 75c, \$1. A few front rows \$1.50.

MOROSCO'S BURBANK THEATER The Home of Success. LOS ANGELES' LEADING STOCK HORSE MATINEE TODAY The incomparable Burbank stock company in An American Melodrama The Spoilers By American Authors

First time in Los Angeles. Regular Burbank prices: 10c, 25c, 35c, 50c. To follow—"FAUST."

THEATER BEAUTIFUL ERNEST CRAWFORD, Manager. Phone: Main 6188, Home F2367. Commencing tomorrow evening, MR. CRAWFORD presents the beautiful Fairy Spectacular Fantasy—

LITTLE RED RIDING HOOD AND THE WOLF Fashioned after the spectacular pantomimes given at the Great Drury Lane, London, England. THE TALK OF THE TOWN—THE HIT OF HITS A company of recognized artists, beautiful singers and comedians, ensemble choruses, show girls and ponies. See the Twelve Little Sheltland Ponies—Wolves—Old Grandma—The Battle of Good and Evil—Grand Corps de Ballet of Little Red Riding Hoods. The Palace of Heartsease and Kingdom of Content and Many Other Novelties. The run of "CINDERELLA" made a new record for the Auditorium. Saturday matinee the greatest in its history.

News—"Children have rejoiced in untrammeled little squeals of pleasure at the Cinderella Fairy yarn actually come to life at the Auditorium. With shining round eyes and little flushed faces they stood up in their seats at matinees and beat poor mamma with their fists when they became over excited. "Because you see," they really saw the pumpkin change into a coach, and there were real little ponies. And any imperfections were absolutely swallowed up in the wonder and the magic of it all."

Times—"Cinderella" still dreaming the dream of beauty and favor, still served by her pumpkin coach and rosette foot, still attended by her host of servitors, evil and good, continues to reign at the Auditorium. Its pretty costumes, well arranged dances and interesting music, as well as the fascination of a perpetually pleasing story have charmed attention, and the first weeks of regime of dainty extravaganzas have done exceedingly well. Manager Crawford has in preparation for this week another elaborate Fairy Extravaganza, "Little Red Riding Hood," which it is expected will be of the same order and merit as "Cinderella."

Secure Your Seats Early and Avoid the Rush. Hundreds Turned Away Last Week. SPECIAL AUDITORIUM PRICES—10c, 15c, 25c, 35c, 50c, \$1.00. Matinees 10c, 15c, 25c, 50c. All Seats Reserved.

ORPHEUM THEATER Matinee Every Day Both phones 1447. Last week ORPHEUM ROAD SHOW. Edwin Holt & Co. Hyman Meyer Work Over Rogers & Deely

GRAND OPERA HOUSE Matinees Sunday, Tuesday, Saturday. Beginning matinee today, one week only. FERRIS HARTMAN and His Superb Company in TAR AND TARTAR A bewitching musical melange of beauty, song, entrancement. Nights—15c, 25c, 35c, 50c. Bargain matinee 10c, 25c. Next week—"THE GIRL FROM PARIS."

WALKER THEATRE Phone: F-3624 Grand av., between 7th and 8th. Main 4400. J. Harry Pieper, Lessee and Mgr. THE BEST VOYEURS—Sullivan-Considine Circuit. MATINEE Armstrong & Davis, musical comedy stars in "An Amateur Chauffeur" every day. Kough, novelty aerial equilibrist; Al Hossie, the tramp juggler; Earl-Albert & Wilson Co., slide splitting skit. "A Night Out," Miss Fern Darby, a new face, new solo, new songs. New first run motion pictures and travellettes. Illustrated song by a new singer. Full orchestra. Every night at 8:15. All seats reserved. 10c, 20c, 35c, 50c. reserved. A TWO AND ONE-HALF HOUR SHOW.

BELASCIO THEATER BIG MATINEE TODAY Nights at 8; Matinees at 2. SECOND BIG WEEK STARTS TOMORROW NIGHT David Belascio's Greatest Play. The Girl of the Golden West Seats for the second week are now on sale. Photo Finishing Co. Photos made anywhere. Architectural work, copying, enlarging. KODAK FINISHING, first class work, reasonable prices. 145 S. Broadway, opposite Herald. Phone A2228.

AMUSEMENTS MASON OPERA HOUSE H. C. WYATT, Lessee and Manager. Week Commencing Monday, February 1st. Matinee Saturday Only

Coming with Smiles for You All Fresh from Its Australian Triumph

Mrs. Wiggs OF THE Cabbage Patch Management of Liebler & Co. Presented by a special company containing many of the originals. Prices: 50c to \$1.50. SPECIAL MATINEE PRICES: 50c, 75c and \$1.50. Week Feb. 8—"THE RED MILL."

THE RED MILL L. E. BEHYMER, Manager. SIMPSON AUDITORIUM Tuesday Evening, February 2—Only Time Here MME. FRIEDA LANGENDORFF

DRAMATIC SOPRANO FROM ROYAL GRAND OPERA VIENNA AND BERLIN. Seat sale at Bartlett's Music Co. PRICES 75c, \$1.00, \$1.50, \$2.00. Reduced rates to students and teachers.

THE AUDITORIUM "THEATER BEAUTIFUL" ERNEST CRAWFORD, Mgr. Phone: Main 6188, Home F2367. TONIGHT—MATINEE TODAY FRIDAY AFTERNOON, FEB. 5, AT 3 O'CLOCK SHARP. Fourth Symphony Orchestra

MEYERSON AFTERNOON MME. Langendorff, Soloist SPECIAL PROGRAM SEAT SALE AT BARTLETT'S. PRICES 50c, 75c, \$1.00, \$1.50, \$2.00, \$2.50, \$3.00. 1044 South Hope Street.

AMUT CLUB AUDITORIUM THURSDAY EVENING, FEBRUARY 4 The Amut Club Presents MISS ALICE COLMAN

In a varied program in costume. Comprising a rare collection of old French songs, ranging from the fifteenth to the eighteenth century, a Noapolitan song and dance, a Spanish study in castanets and a "Greek Fantasy," including an operatic aria from Rossini's "The Barber of Seville," and introducing her own beautiful conception of the latest European novelty and craze, the Greek Dance, to the music of the spring ballet from Gluck's "Orpheus." Reserved seats 75c and \$1.00. For sale at Bartlett Music Co., 331 South Broadway.

FISCHER'S THEATER First St., bet. Main and Spring sts. E. A. Fischer, Proprietor and Mgr. Week of Feb. 2, CHAS. ALPHIN'S original comedy, THE KING OF PATAGONIA

A Musical Playlet of Southern California. A comedy bright and scintillating that will interest as well as amuse. Full to the brim of classic music and clever comedy. Daily matinees except Friday. Two shows nightly. Amateurs Friday.

EMPIRE THEATER East Third street, between Main and Los Angeles. Always The Best VAUDEVILLE Any Seat Ten Cents. Change of bill and Free Matinee every Monday 2:15. Evening shows 7:30 and 9. Souvenir matinee Wednesday and Saturday. Extra matinee Sunday.

LOS ANGELES THEATER Spring street, near Fourth. Direction Sullivan-Considine. Wonderful Vaudeville EVERY DAY AND EVERY NIGHT 10c, 20c, 30c.

LOS ANGELES RACING ASSOCIATION RACES EVERY WEEK DAY Rain or Shine 6 First Race at 1:50 P. M. Santa Anita Park

Pacific Electric and Southern Pacific Race Trains direct to grand stand. ROUND TRIP 25c ADMISSION \$1.00

Look At the Mountains They are a splendid sight from afar and a glorious vision of winter now at hand

\$2.00 Excursion Rates Saturday and Sunday for Mt. Lowe Through cars at 8, 9, 10 A.M. and 1:15 and 3:45 P.M. from Sixth and Main Streets

Plenty of Snow Still Left for Everybody JUST THE DAY FOR THIS WONDERFUL MOUNTAIN TROLLEY TRIP

Pacific Electric Railway Shortest and Quickest Line to the Ocean Take a Trolley Ride to Venice, Ocean Park or Santa Monica

REDONDO—Delightful 9-Mile Ride Along the Ocean. FISH AT LONG WHARF—Port Los Angeles or Playa del Rey. Los Angeles-Pacific Railway HILL STREET STATION, BET. FOURTH AND FIFTH.