

OUTLOOK GOOD FOR NEW LINE ON THE PACIFIC

ADVICES FROM WASHINGTON ARE ENCOURAGING

PROTEST SENT BY ALEXANDER IS A BOOMERANG

Prominent Shippers Tired of Line That Publishes Tariffs and Refuses to Make Los Angeles Port of Call

Advices from Washington were received by President Willis H. Booth of the chamber of commerce late last night, assuring him that the situation surrounding the proposed establishment of a government steamship line from Panama to ports on the Pacific coast is most favorable.

Petition is Boomerang

Prominent shippers who were acquainted with the situation last night went so far as to state that Mr. Alexander's petition wired to Senator Flint Thursday, instead of having a retarding effect on the proposed legislation, had served rather to urge the passage of the bill.

Just how the efforts of the Hawaiian-American Steamship company to defeat the bill have acted as a retarding influence upon congress was not made public last night, but as the advices received by President Booth were not wired until the adjournment of yesterday it is intimated that certain facts which came to light at Washington yesterday are responsible for it.

Mr. Alexander's petition to Washington, while purporting to express the desires of shipping and jobbing interests in Los Angeles, but which was in reality the adjournment of the line which he represents here, was the source of much comment in this city yesterday. It was generally pointed out by the shippers of the line that the petition was not a petition, but a mere statement of fact.

Situation Summed Up

One of the most prominent shippers in Los Angeles summed up the situation in this way last night: "It is absurd to talk to us about rates—tell us what they can give us. It isn't a question of rates as I see it. What we want is service. We want a line which sends its ships into the harbor and takes or discharges our freight, not one that simply publishes a freight tariff list and then does not come near us."

"A railroad might just as well post a list in the Mojave desert at a post where its trains never stop. It's the same principle. "It is also just as absurd for them to say that we haven't business enough to demand another line. There's almost unlimited business along the California coast, particularly in the southern portion. And to serve all of these ports we must have a steamship line that isn't subsidized by the government, but is a business line, which, as we all know, are doing their utmost every day to discourage new waterway transportation."

"All these things we need we can get through the medium of a government line. There is no question about it. The government line can't be subsidized. It can't be influenced by political favor, it can't be forced out of business by hostile amassing of corporate interests. It's a remedy, simple and, I think, available."

Only Fair Rate Demanded

Many shippers in Los Angeles have gone out of their way to state that in urging the establishment of the proposed government line they are not looking for a very low rate. They want a lower rate than the railroads give them and a lower rate than the American-Hawaiian line offers, but they are not looking for an unusually low one.

Speaking on this phase of the question, George H. Stewart, chairman of the committee on commerce of the chamber of commerce, said yesterday: "Suppose we couldn't get a lower rate than the Hawaiian line could give us? What of it? We need the additional facilities. We want to avoid these transfers, such as at San Diego, that we now have to put up with. "The whole situation is this: They have a government line along the Atlantic seaboard. Results show that it is a success and a vast benefit to manufacturers there. The rates on that line are making other transportation lines sit up and take notice. Now why shouldn't we have it? It is but fair that we should have the same chance they have on the Atlantic side."

FLINT FIGHTS FOR GOVERNMENT LINE

Tells Members of Senate That Railroad Rate Discrimination is More Real Than Fancied

WASHINGTON, Feb. 11.—"No one is asking the government to build railroads to break up the transcontinental combination. Why ask the government to establish a steamship line for that purpose?" asked Senator Brandegee in the committee on inter-oceanic canals today during a hearing on the Flint-McLachlan bill for the

Honest Tariffs Free from Railroad Interests Demanded

The Herald is in receipt of a communication from J. B. Alexander, agent of the Spreckels Brothers Commercial company and of the Hawaiian-American Steamship company.

The one conclusive answer to what Mr. Alexander says is that the Hawaiian-American Steamship company has not endeavored to serve the people of Los Angeles by making a landing at their harbor. It does handle Los Angeles goods through the harbor of San Diego, and in this respect is an improvement over anything that the Pacific Mail Steamship company has ever done for this city. At the same time, before the Hawaiian-American Steamship company can appeal to the people of the city of Los Angeles for any consideration it should seek to serve the business interests of the city directly by recognizing as a port of call the harbor of the second largest commercial center upon the Pacific coast.

Further, Mr. Alexander's anxiety as to his company being injured by the government cutting rates on any line which it may establish would appear to be unwarranted by the history of the government line now operating between Atlantic ports and the isthmus of Panama. This line takes business at the regular rates charged by other steamship companies in the same service, but the great thing is that it takes business, and takes it without any strings on it; that it does not make any special conditions as to service, ports of landing, or anything else which tends to discourage the shipper who desires to send his goods by water, and to force him to patronize a particular line. This is precisely what the people of Los Angeles and of other Pacific coast ports want, and, moreover, it is what the shippers of the line have, and what they probably will get if they insist upon it.

Mr. Alexander's explanation of the ease with which he secured signatures incident to his petition is that at the same time he must attach some significance to the fact that in a city of this size, containing several thousand shipper, he secured signatures to his protest were secured, and five of those were of firms in which he has a direct financial interest, and therefore more or less of his own signatures. Under all the circumstances, the protest which Mr. Alexander wired to Senator Flint could hardly be regarded as an over-estimating expression of public sentiment.

Mr. Alexander's letter is as follows: Referring to the article on front page of this issue, headed "Petition," and especially to your editorial on the subject, we presume you would like to know the facts, and inasmuch as there are so many erroneous statements in your article, and the editorial are so misleading we hope you will do us the justice and give the public the facts as they exist.

In the first place, the "Spreckels interests" do not own or control the American-Hawaiian Steamship company. We are not only local shippers, but are engaged in large way in commercial or mercantile business and are interested in having fair and uniform freight rates. The stockholders of our company have offices in Los Angeles, San Diego and elsewhere in Southern California and are as vitally interested as our shippers and merchants in its welfare.

The American-Hawaiian Steamship company is not asking any favors of the government, but they are very thankful for the liberal patronage that has been given by the government-owned line on the Pacific coast. A. P. Fleming, secretary of the Los Angeles harbor board, had stated that the Santa Fe and Southern Pacific railroads had combined to prevent San Diego from becoming an important port. As a result, he said, the Pacific Mail steamers did not touch at San Diego and the Santa Fe broke an agreement with the Harbor Board which had arranged to have a steamer call at that port.

"The government is running boats to the isthmus on the Atlantic coast," said Senator Crawford, "and the line will be sold in a few years. Why establish a government line on the Pacific coast for such a purpose?" Chairman Flint thought that the interests of the people could not be protected without a government line, and it was during the discussion of this question that Senator Brandegee asked his question. There followed a general discussion of government ownership of transportation lines, but the subject was not continued.

Mr. Flint, however, thought it would be economic policy for the government to establish a Pacific coast line which would furnish northbound freight for the coast, and southbound freight for the Atlantic.

Mr. Fleming gave a long list of California and western products which he insisted would be shipped by sea to the various markets if such a line were established.

D. A. Drake, general manager of the Panama railroad, asserted that the alleged discrimination against American shippers was only fancied, but Senator Flint showed conclusively that the discrimination was real.

SECRETARY DICKINSON EXPLAINS REJECTION

WASHINGTON, Feb. 11.—Because an independent steamship line to the isthmus of Panama on the Pacific coast would enter into competition with transcontinental railroads was given as a reason today for the rejection by Secretary of War Dickinson of an offer made to the government by a syndicate of Baltimoreans.

Details of the offer were given to the committee on inter-oceanic canals by P. B. Baker, former president of a Baltimore steamship line, in the hearing of the Flint-McLachlan bill for the establishment of a government-owned line on the west coast.

Baker said that when the Pacific Mail Steamship company gave notice that it would insist upon receiving 70 per cent of the joint rate on a line to the isthmus, instead of the 50 per cent it had received for many years, he offered to put on a similar line to the given other lines, such a line as he proposed to establish, said Mr. Baker, would have connected with government vessels between New York and Colon.

been given by the Los Angeles merchants, and feel that the merchants should also appreciate the good service as given by the steamship company.

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BRUTAL POLICEMEN ARE DISCHARGED FROM FORCE

Free Use of Clubs in Making Arrests Considered by Commission as Cause

NEW YORK, Feb. 11.—Two more police clubbers were dismissed from the force yesterday and a third was brought to trial. The men dismissed were charged with carrying a club on their person and had been tried before the trial deputy commissioner at headquarters.

The men dismissed are James H. Devan and William J. Harty, both of whom were charged with carrying a club on their person and had been tried before the trial deputy commissioner at headquarters.

Commissioner Baker sent a letter to Mayor Gaynor informing him of the dismissals and the mayor replied: "I am very much gratified by the prompt action in their cases. Let all such men on the force be treated in the same way and as promptly as possible. You have a splendid force of men under you, and they should not be disgraced by the comparatively few men in the force who are not fit to be there. Let the whole force know once and for all that it will be deemed a greater offense to commit an unlawful act on the force than to unlawfully enter a house than to let a criminal escape."

The policeman on charges at headquarters Frederick Schenck of the West Thirty-seventh street station, charged with having assaulted Ernest E. Oberst, a bartender in a saloon on the corner of Thirtieth street, by John T. Moore. The alleged assault took place New Year's morning. Deputy Commissioner Reynolds reserved decision.

The Edendale circle will conduct a round table next Thursday afternoon, when members will discuss the harmonizing of the reigning elements in school districts. The school superintendent recently established in connection with this school now has a membership of twenty-seven tots.

If the report of your association meeting is brief or does not appear in this department, it is because information has not been sent. Full information has been requested of every association by the editor of this department, and will be published if received by 5 p. m. each Friday.

Madame Teresa Carreno will attend a special rehearsal of the Woman's Symphony orchestra this morning.

ARTHUR LETTS Broadway Department Store HOME 10571. Bdwy. 4944. BROADWAY COR. 4TH. LOS ANGELES.

Great Sale of Men's Hats \$1.00 \$1.50 to \$3.00 Values

Every half-year we take the means of this great \$1 movement to close out all \$1.50 to \$3 hats, which have dwindled down to ones and twos of a kind, though they remain just as desirable. "All short lines must take their leave," that is our slogan in this event. For convenience sake we have divided these according to size—one size to a table. Extra salesmen and wrappers ready.

- Values— Actually one-third of these hats are \$2 grades, one-fourth of them \$2.50 and \$3 grades, and the balance \$1.50 grades.
Styles— Among them are derbys, fedoras, troopers, four-dents, telescopes, crushes and cowboy styles. This means a broad variety from which to select.
Colors— Select from slate, tan, pearl, gray, olive, alic blue, brown, neuter and black. Pick your favorite from these and come and select it in this \$1 sale.

Sale of Sample \$2.48, \$2.50 and \$2.98 Shoes for Women, at Pair . . . \$1.50

These shoes are the best efforts of a leading manufacturer, for they are his samples, and samples always represent the best in workmanship, the best in leathers and the best in styles. Women who can wear sizes

- 4 B and C, and 4 1/2 B and C
Are the women who may profit by this remarkable opportunity today. Shoes that were manufactured to sell at \$3 and \$3.50, although we have them marked \$2.48, \$2.50 and \$2.98. For this sample Saturday sale the price tumblers still lower—pair \$1.50.
Women's Oxfords, Pumps \$2.45
These come in pretty low effects; made of patent or plain leathers; also kid and velvet calfskin. Extremely comfortable styles and in the most comfortable lasts. All sizes. On sale today at \$2.50.
Men's \$3.50 Shoes at Pair \$2.50
Marked \$2.95 for a feature. Goodyear welted styles—mostly of box calf, vici kid and velvet calfskin. Extremely desirable styles and in the most comfortable lasts. All sizes. On sale today at \$2.50.
Buster Brown Shoes Still Go at \$1.25
Mothers are taking advantage of this sale of the well known Buster Brown Blue Ribbon Shoes. They are marked \$1.50, \$1.75, \$1.98, \$2 and \$2.25, according to size and style, but we have determined to close them out at \$1.25 per pair.

Music Notes

By Florence Bosard Lawrence
An audience which filled to the wall every one of the four balconies of the great Auditorium, utilized every chair in the mezzanine boxes, flowed over the main floor, packed the orchestra pit and banked the mammoth stage assembled last night to witness the performance of the beautiful vocal soloist, Ernestine Schumann-Heink.

There is little more that pen can say after such a testimonial as that of the Los Angeles who crowded about the singer after the conclusion of her program and refused to leave the theater, still applauding and crying for more music. Finally, while the vast audience remained practically seated, although the last song had been sung quite ten minutes before, the singer opened her arms to this great, sympathetic and appreciative body of listeners, and made a captivating little speech in her broken English, as she uttered her words of gratitude for the greeting given her, and women in the audience, keyed to highest intensity by the magnetism of the singer, sighed while they smiled their farewells to the woman and the artist.

That such an ovation should follow two previous appearances of the singer, still appearing in English, speaks more than any mere words of praise for this singer. It should be an unfeeling joy, however, to all who heard her last night that her voice took on many added beauties when heard in the spacious Auditorium, and in depth, vigor, phrasing and range seemed marvelously intensified.

From Rossi (Mitran), Gounod (Sapho), Ambrose Thomas (Mignon) and Saint-Saens (Samson and Delilah) she sang with sufficient heavy for the big number on an average concert program. Besides that, there was the wonderful recitative and aria from St. Paul. The latter named songs Madame Schumann-Heink sang at her earlier concerts, but she gave an impassioned rendition of "My heart is singing with thee" last night which will live long in the minds and hearts of everyone who heard it. Her rendition of the Mendelssohn number was so spiritual in its conception and so full of simplicity of manner that it was most telling.

Quite in contrast to these songs were the Beethoven numbers, "Ich liebe die Schuberth group, including "Die Jung Nonne," "Wohin" and "Der Erlkonig," the two latter favorite numbers with the audience wherever they appear. Of all the shorter songs on the program the six gypsy songs by Brahms were perhaps most enjoyable, and the singer gave them with all the expressive touch and dramatic training has fitted her so well to indicate. The comedy, sentiment, poetry and temperamental exuberance of the wandering gypsy were well expressed in the songs, and the number sang with a distinct success with the audience.

Accompaniments with the grand organ made the closing songs additionally interesting. These were "Vater Unser," Carl Krebs; "Sel Still," J. Raff, and the aria from St. Paul already mentioned.

The spirit of fellowship that exists between the singer and the listener is not tempered by distance, nor by intervening personalities, but remains as strong in a large auditorium as in a small room. This bond of harmony between audience and artist was most apparent last night and was evidenced by the keenness with which every modulation of voice, every inflection of tone and every gradation of feeling was instantly transported from the soloist to the rapt audience, and the latter responded to the emotions of her audience as skillfully as did Mrs. Hoffman upon the great organ, and the men and women responded immediately and concertedly with applause and laughter, sentiment or passion, as responsive to the master touch as they were attuned and inspired by the artist who thus called their sympathetic appreciation.

Baskets and bouquets of flowers were placed at the singer's feet, the applause and the cheering and affectionate little nods and gestures upon the part of Madame Schumann-Heink, the audience was made as strong in a large auditorium as in a small room. This bond of harmony between audience and artist was most apparent last night and was evidenced by the keenness with which every modulation of voice, every inflection of tone and every gradation of feeling was instantly transported from the soloist to the rapt audience, and the latter responded to the emotions of her audience as skillfully as did Mrs. Hoffman upon the great organ, and the men and women responded immediately and concertedly with applause and laughter, sentiment or passion, as responsive to the master touch as they were attuned and inspired by the artist who thus called their sympathetic appreciation.

Companions have been so important a part of Madame Schumann-Heink's success on this tour, was accorded much applause for her work throughout the evening, especially in the number with organ accompaniment.

first Call to Breakfast IRIS No one waits for the "second, third and last call for breakfast," where the first call announces "IRIS COFFEE." A cup of Iris Coffee is too good to take any chances of missing. Pound tins 40c. 3-pound tins \$1.00 Sold by all good grocers Roasted in Los Angeles by Haas-Baruch & Co. COFFEE

Club News

COMMITTEE of fifteen representative club women of Los Angeles district, Mrs. Florence Collins Porter, chairman, and Mrs. Fred Hooker Jones, secretary, have issued the following circular letter to all the federated clubs throughout the state: "Whereas, the president of the California Federation of Women's Clubs, Mrs. James B. Hume, is not eligible for re-election, and

"Whereas, it is generally conceded that a candidate will be chosen from the southern part of the state; and

"Therefore, it is resolved that we urge the nomination of Mrs. Russell J. Waters, president of the Los Angeles district of federated clubs, a woman well qualified to discharge the duties of the office impartially, ably and conscientiously."

Mrs. William Baurhyte, first vice president of the state federation and elected to succeed Mrs. Waters as president of the Los Angeles district, presided over the called meeting, which these resolutions were passed, which were attended and endorsed by representatives from clubs in Alhambra, Monrovia, Ocean Park, Pasadena, South Pasadena, Hollywood, Pomona, San Pedro and Ventura.

Mrs. Waters' candidacy has the formal sanction of the Friday Morning Club and the Shakespeare club of Pasadena, among others, two of the largest clubs in this part of the state.

A rate of \$80 for the round trip has been made by the railroads from Los Angeles to Cincinnati in May, when the General Federation of Women's Clubs will convene there for the tenth biennial.

One of the unique and attractive features of Cincinnati is its music hall, and in this temple dedicated to music the sessions of the tenth biennial will be held. Music hall comprises one large auditorium with a seating capacity of 3623 and two large annexes that may be used in conjunction with it, while the state annex has been reserved for committees. The entire second floor will be given over to state headquarters, while for council meetings to be held near the Music Hall Memorial hall has been secured. It is hoped that one or two of the conferences may be held possibly in the Cincinnati Art museum, which is situated in Eden park, or in the new and beautiful Cincinnati Woman's club, now nearing completion.

Among the speakers at the biennial will be Rev. Dana W. Bartlett, who is

to have one of the evening programs, and is scheduled to talk on civics.

Friday Morning club members gathered yesterday to listen to a program consisting of tributes to the life, works and character of the late Margaret Collier Graham.

Mrs. Ella Enderlein Shepard, who knew Mrs. Graham in her girlhood, interested the members with reminiscences of the early life of the future author, and Mrs. Frank Gibson, whose acquaintance with Mrs. Graham dated from the time when she came to Southern California to make her home, paid a sincere and beautiful tribute to her friend, both as woman and author, and read a number of short stories from the pen of this gifted woman.

An unpublished manuscript dealing with the novel as a form of literature was read by Mrs. George V. Knight, who also read a letter from Mrs. Caroline M. Severance, president emerita of the Friday Morning club, in which Mrs. Graham's personality and literary work were referred to with praise and sincere regret was expressed for her recent death.

Mrs. O. P. Clark, president of the club, presided.

Galpin Shakespeare club held the regular meeting Wednesday morning in the Shakespeare room at Cummock street, when Mrs. E. H. Barmore as leader of the program, which consisted of study of "Measure for Measure."

Side readings included "Julio," by Echeary, Mrs. C. B. McClure, "Problem of Love and Conscience," a paper read by Mrs. H. O. Unterkircher. Scene 2 act 2 from "Measure for Measure" was presented by Mrs. E. H. Barmore as Isabelle, Miss M. Phillipson as Lucio, Mrs. C. Baker a servant. The morning was concluded with the serving of luncheon.

Cosmos club has planned a colonial tea to be given February 23. An exhibit of antiques loaned by club members is being arranged and an interesting program is anticipated. Members of the executive board, the Shakespeare class and hospitality committee will appear in colonial costume.

SUES P. E. RAILWAY

Nellie L. V. Coughlin of Pasadena filed suit in the superior court yesterday against the Pacific Electric Railway company, demanding damages of \$50,000 on account of personal injuries, she struck her on Fair Oaks avenue, Pasadena.

It's as easy to secure a bargain, in a used automobile, through want advertising, as it is to be-and still is-to secure a horse and carriage.