RAILROADS TRY TO KILL CANALS, SAYS BOB EVANS

NAVAL HERO MAKES DIRECT ACCUSATION

REAR ADMIRAL EXPLAINS RATE-MAKING METHODS

If Given Chance Waterway Will Earn Returns, as Freight Can Be Shipped Cheaper and Faster

[Special to The Herald.]

NEW YORK, Feb. 14.—Rear Admiral Robley D. Evans, who has been explaining the probable future of the Panama canal in a striking series of articles in Hampton's Magazine, concludes in the forthcoming March number with a direct attack upon the railroads and their rate-making methods, which is perhaps the most lucid explanation of the whole situation yet seen in print.

"There is no more important question before the American nation today," he says, "than this of making very sure that when they have invested their hundreds of millions of dollars in the canal it shall be permitted to give them returns on the investment.

"The Panama canal will earn the returns, albeit perhaps indirectly, if it is given the chance. But if will not be given the chance if the transcontinental railroads can prevent.

"Decade after decade, the great east-and-west railroad systems opposed and prevented the building of the canal. They knew what its competition would mean in the reduction of their freight rates.

"The canal, however, is being dug. Not because the public rose to an acute realization of the commercial necessity for it, but because of the Oregon's trip from the Pacific to the Atlantic. That one voyage of one battleship, in a time of national crisis, served to crystallize a purpose in the national mind that all the powers of railroad finance and railroad politics could not thwart.

"Today we take a certain pride in the fact that American genius and enterprise are achieving the most wonderful engineering work ever undertaken by man. But we are giving no thought, much less taking any steps, to assure to ourselves as a nation the commercial benefits which that work must bring if it shall not be a disappointment and a failure.

Railroads Hostile to Canal

"Do not imagine that I have become afflicted with any Populistic anti-railroad mania. There is not a transportation authority among all the rulers of the rail who will claim more for the steam railroad as a factor in the development of the country, past, present or future, than I will concede. But the truth will not be suppressed. The railroads always have been hostile to the canal, and they may be hostile to it in the future. I believe their hostility is based on a narrow conception, a short-sighted view. But, reasonable or unreasonable, it is the fact.

"We are spending $400,000,000 digging at a canal which ought to reduce freight rates across our continent to a fraction of what they are now. The commercial justification of that expenditure will never be found, as I have heretofore tried to sow, in the impetus that will be given our foreign trade. It must be found in benefit to our domestic commerce.

"Water transportation is the cheapest known to the world. Wherever there is free and fair competition the water highway takes the business from the railroad. Year after year a larger and larger proportion of London's coal comes down fom the north of England by the sea. Year after year the importance of the internal water routes—rivers and canals—on the continent of Europe increases, as they carry a steadily increasing proportion of the freight traffic. Why? Because it is more economical to move traffic by water than by land.

"Yet for many years we have consented that the railroads should monopolize the transcontinental traffic, which a canal would have carried at greater speed and vastly less cost. We have developed our continent thus far without thought of the possibilities of the greatest transcontinental trade route—that via the Atlantic, the canal and the Pacific—and without consideration of the possibilities of our imperial system of rivers.

"The canal is going to force attention to these things, if only the country can be aroused to understand its immense potentialities. But how many people who read this know that it will be possible to ship the oranges of Southern California from Los Angeles to New York or Boston in fewer days by steamship through the Panama canal, when completed, than by fast freight across the country?

"The distance from New York to Los Angeles via the Panama canal is, in round numbers, 5000 miles. A 6000-ton capacity steamer loaded with oranges or other fresh fruit steaming at a rate of only twelve knots per hour, would cover this distance in eighteen days. If we allow one day for the steamer passing through the canal her total time from port to port would be nineteen days. If the vessel were run specially for the fruit trade this time could be reduced by several days. A ship of sixteen knots speed, such as those now used in the West India fruit trade, would make the trip in just fourteen days, giving again the allowance of one day for passing through the canal.

"The time for rail freights across the continent varies from twenty to sixty days. It will therefore be seen that the steamer could in all cases land her freight in a shorter time. This means that many kinds of freight would be delivered in a better condition and for one-third the price now charged by the railroads."

Admiral Evans then goes into detail, quoting specific freight rates from the Pacific coast to prove his contentions, and then attacks the railroads vigorously for their policy of choking off competition by water. Here is a sample, he says, of how the choking-off process is accomplished:

"The Panama railroad once built steamers, how many I do not recall, to run in connection with the road across the isthmus of Panama. These steamers were to carry freight from New Orleans to Colon. When they were started railroad rates across the continent were cut down to such a figure that the steamers could not be operated. Merchants were short-sighted enough to accept the low rates, and as a result the ships went to the scrap heap or were sold for service in other waters. And the railroad rates went back to where they were before the steamship line was projected."

This sort of action, he maintains, restricts the true development of the country. The railroads, anyhow, have practically all the business they can handle. Give some of it to the Panama canal, and the canal will gradually create new business of its own.

Army Officer Appointed to the Civil Service Commission

GEN. G. H. BURTON

GENERAL G. H. BURTON has been appointed civil service commissioner to fill the vacancy caused by the expiration of the term of M. K. Young, and Mayor Alexander will send his name to the council for confirmation today. General Burton was retired from the United States army in 1904 and since that time has made his home in Los Angeles, with the exception of a few winters when he lived in Redlands. When General Burton was retired he was inspector general of the army.

SAYS HARBOR IS BEST ON COAST

SALIENT FACTS TOLD TO LOS ANGELES CITIZENS

MAN WHO KNOWS THE SEA TELLS WHAT PORT MEANS

Declares That with Completion of the Panama Canal Freight Rates Would Be Cut Three Times at Least

"The harbor of the city of Los Angeles at San Pedro is the only real harbor on the coast," said Capt. Lewis Hansen in an appeal for encouragement in the issuance of harbor bonds before the College Tract Improvement association, at Forty-eighth street and Gramercy place last night.

"Very few of us realize the great possession that lies so near our doors. New York before it became a shipping center was a village. What the completion and perfection of the San Pedro harbor will mean to Southern California and especially to Los Angeles is beyond all estimation.

"Ships will be able to come right into the Los Angeles harbor and into port on their own steam," continued Captain Hansen. This he stated is possible in no other port in the world. "Freight can be handled here at one-half the cost at which it can be handled at all other ports, including San Francisco. There are no bars or natural obstructions of any kind.

"Every year 10,000 tons of freight come into San Diego and from San Diego to Los Angeles. This should come through our own port. The freight rate from Los Angeles to New York by rail is now from $30 to $300 a ton. When the Panama canal is completed the rate by water will be about $10 a ton."

Captain Hansen called attention to Los Angeles' location at the half way point between Atlantic ocean points and points of the Orient. He said further: "There are 900,000,000 people in the Orient to open trade with."

He protested against the outrageous freight rates between the harbor and Los Angeles. "Los Angeles ought to build a railroad from the harbor," he asserted. "Los Angeles can do anything that she wants to. She has that kind of people."

MARBLE MAGNATE FOUND DEAD ON HIS PROPERTY

One More Mysterious Death Added to Troubles of Company in Control of Alaskan Deposits

SEATTLE, Wash., Feb. 14.—The dead body of Peter Taube of this city, president of the American Marble company, was found on the company's property on Fox Island, Alaska, last Friday. The cause of death has not been learned.

The company has had much trouble over its property. Five years ago William Deppy, a stockholder, was shot and killed on the company's land by Robert Ball, a disbarred Michigan attorney who had gained control of a majority of the stock. Ball was sentenced to twelve years in prison and is now in the national hospital for the insane at Washington, D. C.

R. L. Fox, who with Deppy and Taube was opposed to Ball, lately laid claim to the property and sold it to the Vermont Marble company, a sale which was contested by other stockholders, who sent Taube north in December to look after the property.

DIVIDEND DECLARED

MONTREAL, Feb. 14.—The directors of the Canadian Pacific Railroad company today declared a dividend of 2 per cent on the preferred and 3 per cent on common stock for the half year ended last December, payable April 1. It was decided that one-half of one per cent on the common stock also would be paid at that time out of the interest on the proceeds of land sales. There is a surplus for the half year ended December last of $10,611,917.

ADMITS HE MANAGED POOLS

NEW YORK, Feb. 14.—James R. Keene, called this afternoon as a witness before United States Commissioner Fiske in the J. M. Fisk & Co. bankruptcy proceedings, admitted he was manager of the pools in Columbus & Hocking Coal and Iron stock.

Y.M.C.A. STARTS GREAT CRUSADE

INITIATIVE TAKEN AT MEETING IN BANQUET HALL

MANY DENOMINATIONS PROMISE TO GIVE HELP

Plan Outlined at Dinner Is to Gain 2000 Extra Members in Six Days Beginning Tomorrow

"Five thousand members in six days", is the slogan of the Young Men's Christian association in its campaign to increase the present membership of the association to that number, which was started last night at a dinner given in the banquet hall of the association building. About 300 men were present.

The campaign has been named the "Mem-Air-Ship," or the second aviation meet to be held in Los Angeles, and every one is requested to "get in" and help the membership to "go up." This active campaign will be opened tomorrow at noon, when a number of automobiles, covered with banners, will start on a parade through the principal downtown business streets. The contest will close Wednesday, February 23. From a membership of 1300 in 1907 to 3000 in 1909, the growth of the association has been phenomenal, and it is thought that the 5000 mark will be attained with no difficulty during the six days' campaign.

President Arthur Letts of the association, gave a few remarks, stating that the work of the association was being felt all over the country and that all the churches were recognizing the association was evident from the fact that nine of the leading pastors of the churches of Los Angeles were present to speak on the work. Mr. Letts introduced as toastmaster Mr. Robert Watchorn, formerly of New York, but at present chairman of the membership committee of the association and one of the most ardent workers of the association.

Acknowledges a Flop

Rev. J. Whitcomb Brougher, recently of Portland, but who has been chosen pastor of the Temple Baptist church, told those present how hard it seemed for him to come to Los Angeles and leave behind the Portland association with which he was closely connected. "But nevertheless, I have flopped," declared Rev. Brougher, "and you can count on me in helping to secure these 2000 additional new members. The Young Men's Christian association is the greatest institution in the world, for many reasons, and particularly that of character building, which is the one aim in life. Without the association the churches of today could not exist."

Before concluding Rev. Brougher informed those present that he was not a preacher but merely a man and that he didn't want to be considered as anything else. "There'll be no preachers in heaven," said the humorous preacher. "They will all lose their jobs when they get there."

A. C. Luther, general secretary of the association, gave a few remarks on the work of the association and urged everyone present to get in and work for the additional 2000 members and increase the present membership of 3000 to 5000.

Campaign of Education

"We want every young man in Los Angeles to know what the Young Men's Christian association is and what we have here for them. There is everything that any young man should have within the four walls of the building. Any boy from 9 years old to the age of Methusaleh is eligible for membership in the association, and we want to all work together and make this the largest association in the United States."

Rev. Hugh K. Walker, pastor of Immanuel Presbyterian church; Rev. C. E. Locke, pastor of the Methodist Episcopal church; Bishop William Bell, Rev. A. C. Smither, pastor of the First Christian church; Rev. R. P. Howell of Trinity M. E. church; Rev. Dr. William Horace Day of the First Congregational church, and Dean William MacCormack of St. Paul's pro-cathedral gave talks on the work of the association and urged everyone to get in and work for the 5000 membership.

PACKERS INDICTED

BOISE, Idaho, Feb. 14.—Grand jury indictments were returned today against William, Neal, agent of the Cudahy Packing company the Boise Butcher company and the Idaho Dressed Beef company for selling short-weight lard.

POLICE ON TRAIL OF MINING MEN

DETECTIVE LEAVES ARMED WITH WARRANTS

WILLOWS SPRINGS MAN AND TWO SONS SOUGHT FOR

Attorney Also Involved in Charges Made by Head of Company That Was Neighbor in Antelope Valley

Armed with warrants for the arrest of directors of the Hamilton Mining and Milling company, Detective George Home left yesterday afternoon for Willow Springs, Kern county, for E. M. Hamilton and his two sons, F. M. Hamilton and Truman W. Hamilton, who are working on claims in that section of the county.

The warrants were issued by Deputy District Attorney Paul J. McCormick on complaints made by A. E. Wiley, president of the Antelope Valley Gold Mining company, who asserts that the Hamiltons juggled the books of the company and transferred 400,000 shares of treasury stock illegally.

According to the complaint the Hamilton Mining and Milling company is owner of ten claims and a milling plant near Willow Springs, in the Antelope valley in Kern county. The company, through its directors, gave an option on the property, for which they received $950. This option gave the prospective purchasers, the Antelope Valley Gold Mining company, the right to buy the claims for $16,500, including the price of the option.

At the time of the purchase of the Hamilton company the corporation, so it is alleged, consisted of 1,000,000 shares. Of this amount 400,000 shares consisted of treasury stock. The balance of 600,000 shares were on the market and all but 100,000 shares were purchased by the Antelope concern when it decided to obtain the property.

After the option was taken up by the Antelope people the directors of the Hamilton company, consisting of E. M. Hamilton, Sherman Page, who lives at Santa Monica; F. M. Hamilton, Truman W. Hamilton and W. Lester Hamilton of Los Angeles, it is alleged, called a meeting and voted to themselves the 400,000 shares of treasury stock, which gave them a control of the company.

When Wiley, who put through the deal for the Antelope people, saw that the treasury stock had been distributed to the members of the Hamilton company, he decided that something was wrong and sought redress through the district attorney's office.

After the matter was explained fully Deputy District Attorney Paul J. McCormick issued a complaint charging E. M. Hamilton, Sherman Page, F. M. Hamilton, Truman W. Hamilton and W. Lester Hamilton with a misdemeanor offense, comprising three counts.

The first count alleges that the directors of the Hamilton company issued illegal dividends; the second count that they illegally withdrew the treasury stock, and the third count charges them with conspiracy to defraud the purchasers by such action. So far none of the accused has been placed under arrest.

NEW ENGLANDERS PAY TRIBUTE TO LINCOLN

BAY STATE SOCIETY HONORS EMANCIPATOR

Interesting Reminiscences of Martyr President Are Related at Regular Monthly Meeting of Massachusetts Organization

The Massachusetts society at its regular monthly meeting in Mammoth hall last evening commemorated the one hundred and first anniversary of the birth of Abraham Lincoln.

Walter G. Lincoln, president of the society, exhibited some articles which belonged to Lincoln and related some recently discovered facts regarding his genealogy. He said that Samuel Lincoln, from whom Abraham was descended, came to America in 1637 as a result of a curious lawsuit which dispossessed his father, the eldest son, of his rightful share of the family estate. For four generations the family had been identified with the English gentry.

Mrs. Emily Morgan read some characteristically Lincoln stories, in one of which it was shown that while Lincoln was practicing law in Illinois he stayed one evening at the same hotel with a jurist who was an excellent judge of horseflesh, as was Lincoln. In the course of the evening's conversation tales were told regarding various horse trades they had made. As a result they agreed to meet in front of the hotel the following morning, each with a horse, and swap or pay a forfeit of $25. Promptly at 9 o'clock the next morning the judge appeared leading the most spavined, ring-boned, knock-kneed and generally broken down horse ever seen in that region. The crowd broke into a shout of laughter at the anticipated worsting of one A. Lincoln, who a short time afterwards sauntered into the circle, a wooden saw-horse on his shoulder, and remarked it was the first time he had ever been worsted in a horse trade.

Frank S. Forbes delivered an oration in which he dwelt on the noble character of the great emancipator, especially from the time of his Bloomington speech to his election to the presidency. His debates with Stephen L. Douglas, their rivalry in love and Douglas' later complete surrender to Lincoln were all impressed on the minds of his audience.

A resolution of sympathy was voted to Miss L. N. Grant, whose illness prevented a reception which had been planned in her honor.

At the next regular meeting of the society special attention will be paid to Evacuation day, March 17, and Bishop Thomas J. Conaty will give an address on "The Irish in America."

ROOSEVELT NEARS GONDOKORO

GONDOKORO, Soudan, Upper Nile, Feb. 14.—Col. Roosevelt and other members of the Smithsonian institution African expedition are expected here Wednesday. The launch of Gen. Sir Wingate, sirdar of the Egyptian army, is now waiting to convey the party to Khartoum. The trip down the Bar-el-Jabel and the White Nile will be begun Thursday or Friday, and Khartoum should be reached about March 6. Three days later the voyage down the Nile to Cairo will begin.

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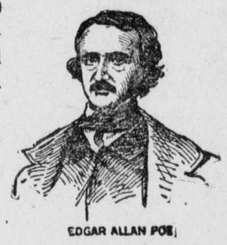

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SCHOOL SITE FIGHT BEGUN AT ALHAMBRA

INJUNCTION SOUGHT AGAINST BOARD OF TRUSTEES

Latter Reply That Only Plat Within Their Means Was Selected So as to Leave Cash for Building

The fight in Alhambra over the selection of a site for a new school building to be erected in the eastern portion of the city was carried to the superior court yesterday, when E. L. Watkins filed suit against Frank E. Williams, John L. Chase and Elmer K. Bailey, trustees of the Alhambra school district, to enjoin them from paying for the property they have decided on.

Contract for the purchase of the land was entered into with William Garland February 10, and it is claimed by Watkins that other property in the vicinity better suited for school purposes can be procured and that the contract is invalid because no election had been held to determine on a site.

The trustees claim those back of the suit are seeking to compel them to buy land for school purposes at a price so high above its real market value that little money would be left for a building after the site is paid for. They purchased the only available piece of land, they say, and the only one on which an option had not been obtained.

ARRAIGNED ON MURDER CHARGE

ABERDEEN, Wash., Feb. 14.—William Gohl, agent for the sailors' union, was arraigned in the superior court at Montesano today upon the charge of murder, and pleaded not guilty.

TABLE OF TEMPERATURES

Station—	Max.	Min.
Bismarck, N. D.	28	10
Boston, Mass	30	20
Buffalo, N. Y.	26	16
Charlestown, S. C.	42	30
Chicago, Ill	34	26
Cincinnati, Ohio	32	24
Cleveland, Ohio	22	16
Denver, Colo	60	34
Galveston, Texas	54	50
Honolulu, 8 p. m.	72	..
Jacksonville, Fla	48	32
Kansas City, Mo.	46	36
Little Rock, Ark	46	34
Los Angeles	78	50
Montgomery, Ala	44	28
New Orleans, La	52	38
New York	30	22
Oklahoma, Okla	52	42
Omaha, Neb	42	34
Pittsburg, Pa	24	18
Pocatello, Idaho	48	40
Portland, Ore	44	32
Reno, Nev	64	40
St. Louis, Mo	49	34
St. Paul, Minn	28	22
Salt Lake City	56	48
San Francisco	64	46
Santa Fe	50	24
Seattle, Wash	42	34
Washington, D. C.	34	24

INTERESTING ROUTES TO TRAVEL

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