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LOS ANGELES HERALD

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CUTS PASADENA'S LIGHT TO 4 CENTS; CHARGES 9 HERE

Edison Company Reduces Rate in Crown City but Fights Local Reduction

ILLUMINATES A CONTRAST

Contests Drop to 7 Cents in Los Angeles; Underbids Suburb's Municipal Plant

Within a few hours after the announcement was made in Pasadena yesterday that the municipal lighting plant of that city would reduce its rate from 7 to 5 cents per kilowatt hour, providing the total number of light users was increased to 4000, the Edison company again slashed the rate, reducing its charge to 4 cents per kilowatt hour.

The war now on in the Crown city is of peculiar interest in Los Angeles at this time. The same company is resisting a reduction in its rate in this city from 9 to 7 cents per kilowatt hour, but is willing to cut its rate to 4 cents ten miles from Los Angeles in a fight against a municipal plant.

What the next move of the municipal authorities in Pasadena will be is problematical. The reduction to the 5-cent rate was contingent on the signing of 4000 contracts with light users. The Edison company's cut to 4 cents before the city's canvassers have learned whether they can get 4000 contracts was unexpected. It is aggressive, and the municipal plant will have to meet it, apparently, to hold the business it now has.

However, the fight in Pasadena is regarded in Los Angeles as of far more importance because of its bearing on the referendum election to be held June 30, when the voters of Los Angeles will say whether the rate for electric light here shall be 7 cents or shall remain at the present rate, 9 cents per kilowatt hour.

MUNICIPAL PLANT TO CUT

Following the announcement yesterday that if 1800 additional cusctomers can be secured the rate of the Pasadena municipal lighting plant will be cut to 5 cents a kilowatt hour, to meet the rate set by the Edison company January 1, after the company had ben prohibited from giving flat rates, City Attorney J. Perry Wood of Pasadena last evening authorized the statement that a resolution will be passed by the council of that city this morning dividing Pasadena into districts and asking for volunteers to solicit customers in each precinct for the city plant.

Pasadena officials, business men and others who are loyal to the municipal plant were busy yesterday closing up contracts and sounding prospective customers in order to steal a march on the Edison company. Manager Koiner of the municipal plant stated last night that "people are thinking well of the proposition, and nearly all of those approached have signed up with the city."

In regard to soliciting for the Pasadena plant, the circular issued yesterday by J. D. Mercereau, chairman of the lighting committee, and Manager Koiner of the municipal plant makes the following appeal:

FIGHT CORPORATION

"The plant is your own. Will you not devote a few hours to soliciting customers for it? Contract forms may be had at the office of the lighting department in the city hall. The Edison company employs many expert, highly paid solicitors. It has been, and is, carrying on a campaign to discredit and put out of business the city's plant. Its officers have said that they will do this at any cost. To all sorts of promises and misrepresentations they have at length added rebating and unlawful discrimination. The city should not have to employ a large corps of expert solicitors to secure the patronage of its own citizens."

To offset the anticipated argument of "free lamp renewals" by the Edison company, the city circular says:

"No one should be deluded by the offer of the Edison company to furnish free lamp renewals. Metalized filament or 'Gem' lamps may be purchased by you from any dealer at 25 cents per 20 candlepower lamp. These use 29 per cent less energy for the same candlepower than the carbon filament lamps furnished by the Edison company. The use of the metalized filament or 'Gem' lamp will therefore save you 29 per cent of your present bills. The furnishing of lamps by the Edison company saves you at the most one-half a cent per kilowatt hour, or 10 per cent of your light bill. (Figured at the 5-cent rate.) By taking from the city and buying your own lamps, you therefore make a net saving of 19 per cent of your light bill. In other words, it is 19 per cent cheaper to have city light, and pay for your own lamps, than to have Edison light and accept their free lamps.

"By using tungsten lamps your bill is reduced 60 per cent as against the carbon lamps furnished by the Edison company."

PASADENA'S PROPOSED RATES

In conclusion the circular states that the rate of the city, if made, will be permanent, and intimates that if the Edison company should succeed in forcing the city plant out of business it would raise rates to the highest notch. The lighting situation in Los Angeles is referred to, and the warning sounded that "This is the sort of thing we would be having in Pasadena if it were not for the municipal plant."

The old rates of the municipal plant and the proposed new schedule follow:

A statement made by the municipal plant says:

Class—	Old rate.	New.
100 kilowatt hours or less	7	5
From 100 to 500	6	4½
From 500 to 1000	5	4
From 1000 to 2000	4	3½
Over 2000 per month	3	3
Arc, 100 or less	6¾	4.9
Arc, 100 to 500	5¾	4½
Arc, over 500	4¾	4

DESCRIBE CONDITIONS

"The gross income of the city's lighting plant for the six months preceding May 1, 1910, was $43,489.22. The operating expense was $22,479.54. The principal and interest due upon the city's lighting bonds for the same period was $9,271.86. There was a bal-

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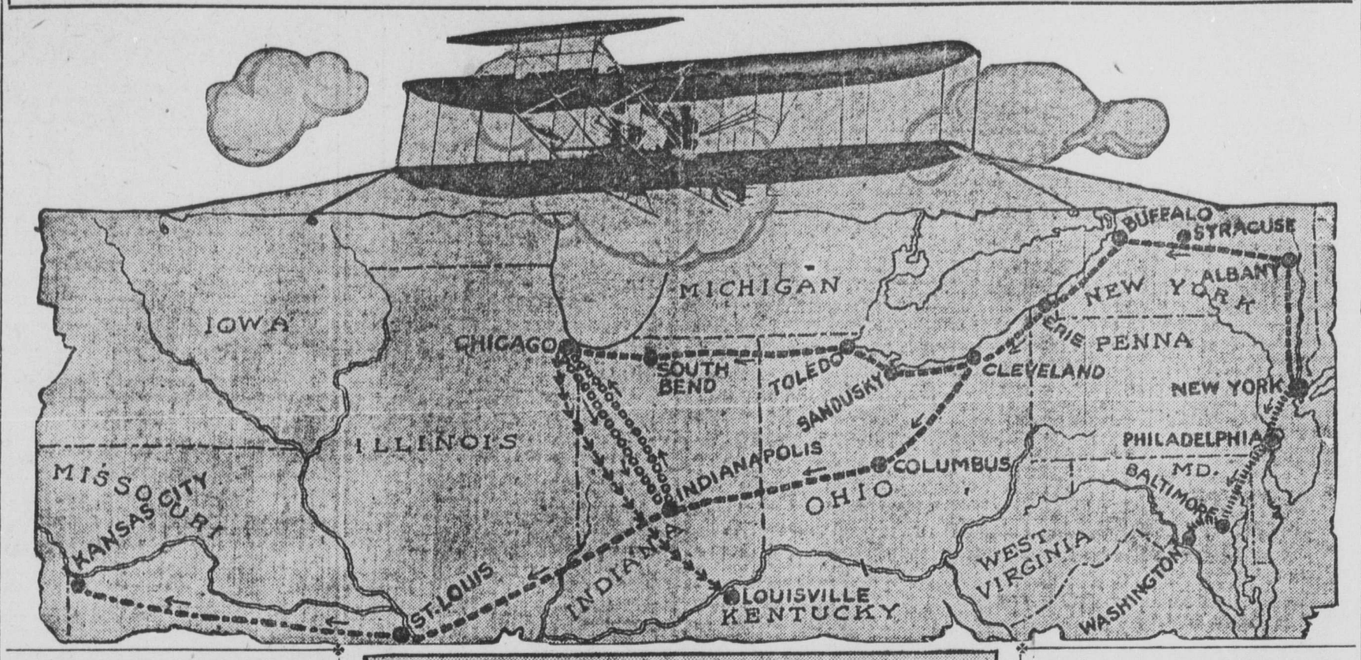
Manbird, Surmounting Serious Obstacles, Flies in Biplane from Gotham to Quaker City and Return



UPPER—MAP SHOWING HAMILTON'S ROUTE FROM NEW YORK TO PHILADELPHIA, AND PROPOSED RACES FROM NEW YORK TO ST. LOUIS, NEW YORK TO CHICAGO, ST. LOUIS TO KANSAS CITY, INDIANAPOLIS TO CHICAGO, AND OTHERS IN WHICH AVIATOR WILL PARTICIPATE. LOWER PICTURE SHOWS HAMILTON AT WHEEL OF BIPLANE

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For Los Angeles and vicinity: Cloudy Tuesday; moderate south winds. Maximum temperature yesterday, 73 degrees; minimum temperature, 58 degrees.

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MAIL STEAMER ASHORE

CARTAGENA, Colombia, June 13.—The Royal Mail steamer Magdalena is ashore at the entrance to the port. She is apparently in no danger. The steamer sailed from Southampton May 25 via St. Michaels for Barbadoes, Colon, Kingston and New York. She struck yesterday.

KITCHENER DECLINES POST

LONDON, June 13.—Lord Kitchener's declination of the post of inspector general of the Mediterranean forces, to which he was appointed last August, succeeding the duke of Connaught, was communicated officially to the house of commons by Richard B. Haldane, secretary of war, today.

MONTREAL BUILDING COLLAPSES AND TAKES FIRE; THIRTY PERSONS PERISH

MONTREAL, June 13. — Between twenty and thirty people lost their lives today when the supports of the sprinkler system tank on the roof of the Herald building gave way and the great mass of metal and water, weighing thirty-five tons, went crashing to the basement. The list of missing compiled by the police totals twenty-seven.

Fire broke out immediately, starting from the stereotype department. Firemen displayed splendid heroism in rescuing scores of people from perilous positions within the tottering walls, some of which had to come down before the work of recovering the bodies could be safely attempted. It was not until after 6 o'clock this evening that the first body was brought out.

All those who escaped agree that the first warning of the impending disaster passed almost unnoticed. There was a slight creaking, but it was not until the ceiling plaster began to fall that a rush for the stairway began.

Some survivors tell of falling one and two floors in dropping to the dust to a place of safety. The majority sought safety by rushing to the front of the building facing on Victoria square. All the floors held for about thirty feet back from the front wall, and to this is due the fact that the death list did not run into the hundreds, for there were nearly 300 people in the building at the time.

LITTLE GIRL IS HEROINE

From the time the first hook and ladder company reached the scene the firemen found the windows of the upper stories crowded with the people and the crowd urging them not to jump. One ladder was hoisted, reaching to the fourth floor, on which the bindery wos located. It came between two windows. From one of these a little girl crept along the coping until she could reach the ladder. Then, grasping a rung with one hand and placing a foot on another, she lent a helping hand to eight or ten other girls twice her size. When all the girls had reached the ladder and been brought down she came down alone. By this time the fire had started and smoke was pouring from the front windows. The little girl fainted when she reached the bottom of the ladder.

A dozen injured people were brought from the ruins by firemen, many of them with broken limbs. The rescue of Fred Vidal, a stereotyper, was the most daring.

Half an hour after the firemen reached the building, Vidal's groans were heard and he was located under a girder, from which he could not be dislodged. Although flames were creeping perilously near, three firemen began to cut the girder away. In the crowd outside was Father Martin. When he heard of the fight against death he went into the building and administered the last sacrament to the semi-conscious man. Finally, however, the beam was cut through and Vidal was released not a moment too soon. Both his legs and several ribs were broken.

Every member of the editorial staff escaped unharmed, their quarters being in the front of the building.

Fred Maloney, a linotype operator, worked a machine at a point farthest from the Victoria square windows. He rose from his chair in alarm and as he did so the machine on which he had been working disappeared through the floor.

The fire started from the stereotyping department, the coals evidently being distributed on the different floors through which the pots passed on their way to the basement, for the fire appeared to start simultaneously on all the lower floors. The building was valued at $15,000 and was owned by the Herald company, while the plant is valued at $300,000.

MRS. AOKI RECONCILED; TO DROP DIVORCE SUIT

CARSON, NEV., June 13.—Mrs. Gladys Emery Aoki, daughter of Archdeacon Emery, of the Episcopal church in California, who married Gunjiro Aoki, a Japanese servant working at her home, announced in an interview today that she would withdraw her suit for divorce.

Mrs. Aoki, whose marriage to the Japanese caused a sensation about a year ago, came to Nevada recently and instituted preliminary proceedings for divorce. The couple were married in Seattle and there a child was born to them. Aoki has been here for a week and during that time has been a constant visitor with his wife and child.

BEEF PRICES GO HIGHER

NEW YORK, June 13.—Prices of beef went soaring today. The new figures are said to be the highest in a generation. The wholesale price of dressed beef was advanced from 12 to 12½ and 13 cents a pound, and retail prices were increased proportionately.

SELECT FRANCIS AS HEAD OF SCHOOLS

Present Principal of Polytechnic to Take Superintendent's Office in August

Superintendent of Los Angeles schools—John H. Francis, principal of Polytechnic high school.

First assistant superintendent—M. C. Bettinger.

Second assistant superintendent—Melville Dozier.

Member of board of education to succeed Melville Dozier—Col. J. J. Steadman of Hollywood.

Deputy superintendent of schools—J. B. Monlux, reappointed.

Principal Polytechnic high school (to succeed Francis)—W. A. Dunn, at present first assistant.

A. E. Wilson, principal of the Olive street high school and faculty, transferred to Manual Arts high school.

By a unanimous vote of the members of the board of education last night, John H. Francis, principal of the Polytechnic high school, was elected city superintendent of Los Angeles schools to succeed Dr. E. C. Moore.

The change will take place August 1, when Dr. Moore will leave Los Angeles to take the chair of education at Yale university.

Two weeks ago Dr. Moore, whose efficient work as superintendent of Los Angeles schools has been recognized throughout the country, was reappointed for another term of four years, but on the stipulation that his resignation be accepted August 1, to enable him to assume his duties at Yale.

At the last meeting of the board of education his resignation was tendered and placed on file. Last night, at the meeting of the board in its quarters in the Security building, the resignation was read and accepted.

As chairman of the committee on the whole, Melville Dozier recommended the appointment of Principal Francis as successor to Dr. Moore, and the appointment was made without a dissenting voice.

The next surprise of the meeting was when Mr. Dozier announced his resignation as a member of the board of education, requesting it become effective at once. A few minutes after Dozier's resignation was accepted he was appointed second assistant superintendent of schools and Col. J. J. Steadman of Hollywood was chosen to fill his unexpired term.

M. C. Bettinger was appointed first assistant superintendent, and J. B. Monlux, deputy superintendent of schools, who was regarded as a likely candidate for the office of superintendent, was reappointed to his old place.

The salary of Francis was fixed at $5000 a year and Dozier, Bettinger and Mollux will receive $3300 a year for their services.

W. A. Dunn, first assistant principal of Polytechnic high school, was promotetd to the position to be vacated by Francis when he assumes his new duties. A. E. Wilson, principal of the Olive street high school, was transferred to the Manual Arts high school, as were the other members of the Olive school faculty.

Dr. Moore was present at the meeting and took an active part in the suggestions offered. Mr. Francis did not attend, but that his election as superintendent was regarded as popular was evinced by the demonstration of the persons who crowded the rooms of the board.

Francis' term will run for four years. The board ratified the list of teachers previously prepared.

Joseph Scott, president of the board, expressed regret at the resignation of Mr. Dozier, complimenting him on his efficient efforts during the three years and a half he served on the board. He expressed pleasure that Dozier in his new field of labor would have more opportunity to work for the interests of education.

Mr. Dozier responded and thanked the board for his selection as second assistant superintendent, declaring he would exert all his efforts to prove the choice had been a well timed one.

Colonel Steadman, the newly appointed member of the board, was assigned by President Scott to fill the various offices heretofore held by Mr. Dozier.

A long list of routine work was transacted, a number of complaints and many recommendations heard. A delegation of women representing the district east of Los Angeles river and north of the Covina junction line appeared with a petition, signed by more

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HAMILTON ESTABLISHES FIRST AERIAL MAIL ROUTE, NEW YORK TO PHILADELPHIA; WINS $10,000

Delivers Interstate Messages After an 89 Mile Flight at Speed Averaging More Than 50 Miles an Hour

MEETS OBSTACLES DURING RETURN

Mother of Daring Aviator, from Train, Sees Son 400 Feet Above Her Accomplish Thrilling Achievement

NEW YORK, June 13.—Charles K. Hamilton, rose in his aeroplane from Governor's island this morning and sped without a break eighty-eight miles to Philadelphia in a remarkable cross-country flight under the auspices of the New York Times and the Philadelphia Public Ledger. He made the trip in one hour and fifty-one minutes, leaving Governor's island at 7:35 and landing at Philadelphia at 9:26.

Arriving at Aviation field, he delivered letters from Governor Hughes and Mayor Gaynor to Governor Stuart and Mayor Reyburn, accepted messages of congratulation from them to bear in return and started for New York again with only a brief intermission for food and oil.

He had flown approximately seventy miles of his return journey when a sluggish motor drove him to descend in a swamp near South Amboy, N. J., at 12:55 p. m.

The propeller was broken in landing, but after repairing it Hamilton resumed his flight at 6:20 and landed at Governor's island at 6:39.

Thus the return trip was made in one hour thirty-six minutes, at an estimated average speed of 54.96 miles an hour, which breaks the record made in the Curtis flight from Albany to New York.

That Hamilton did not make the return trip as easily as the outgoing trip was due only to haste. In his hurry to get away from Philadelphia he neglected to clean his spark plugs and they fouled, the engine balked and he was forced to come down on the bank of the river two miles above Amboy.

Curtiss still holds the record for speed, but Hamilton took all American records for cross-country distance and duration, and using his own figures for the return journey, his average speed per mile established a new mark.

The accident to the propeller in the Jersey swamp was the second mishap of the kind during the day, but a call to Governor's Island brought a new propeller with a ne wset of spark plugs and the aviator was able to finish within twelve hours, although twenty-four hours were allowed in the terms of his contract.

Carrying as he did letters between the two cities, Hamilton created the first fast mail by the air route to Philadelphia and return and demonstrated that an aeroplane can deliver mail from one city to another with the punctuality of government service.

During the whole of the first lap he never varied more than two minutes from his time card and came down on the handkerchief laid to mark his landing spot with the precision of a homing pigeon.

It is an interesting coincidence that Hamilton won his honor stoday with the same biplane that won the international speed trophy for Curtiss at Rheims last year and that it was driven by the same propeller with which Curtiss made his flight from Albany to New York.

OVERCOMES OBSTACLES

Curtiss flew over a more picturesque course, but Hamilton today overcame obstacles of geography and setbacks of luck that no other aviator has ever conquered. Curtiss carried pontoons. Hamilton won his honors today with salt water with no protection except three inner tubes of bicycle tires wrapped around his waist. He took chances on roof tops, bridges and moving trains that have never been thought of before. With a missing engine and twice compelled to substitute propellers, he kept going and tonight his resolution brought its reward.

The weather was ideal for a flight. The dawn broke translucent and pearly gray, with just enough moisture in the air to give the propeller a good thrust.

As Hamilton wheeled his aeroplane from its tent on Governor's island, a special train chartered by the New York Times and the Philadelphia Public Ledger, and carrying his mother, his wife, his chief mechanic, Albert C. Doty, and Mrs. Doty, stood on a siding of the Pennsylvania terminal in Jersey City waiting for the word.

At 7:12 the special started gently and came to a sudden stop. It was a false start.

'CHANGE PROPELLORS

Hamilton had tried to rise and after a brief time over the sand of Governor's island, had abruptly stopped, much to the wonder of his gallery. The sand was soft, and the biplane, running on narrow tires, sank in the sand. In the sinking one wheel kicked up the end of a hidden stick which came into violent collision with the whirring propeller. A long splinter four inches wide was torn out of a bladde and the engineer had to shut off his engine. Then followed a necessary delay while the propeller used by Curtiss in his flight from Albany to New York was fitted. Fortunately the Curtiss machine was still on the island.

At 7:35 Hamilton was off again, this time without mishap. One minute and a half later word of his start was flashed over the telephone wires to the Pennsylvania terminal in Jersey City and the special train was after him. Hamilton's route to Elizabeth, where it was hoped the train would meet him, lay for 16 miles over the water of the lower harbor, and the Kill von Kull, behind Staten island, two miles farther beyond this distance to Elizabeth from Jersey City by rail. No sight of an aeroplane at Elizabeth. No sight of one at South Elizabeth.

HUGE DRAGON FLY

But 19.4 miles out by rail the engineer glimpsed something like a huge dragon fly far ahead of him, and far above him. He put on more speed, and the sense of pursuit seemed to communicate itself telephatically to Hamilton's wife and his mother, Mrs. N. Beaudette. Mrs. Hamilton was peering out of the window, her hair fluttering in the wind.

"Oh, Mr. Ludlow," she cried to a friend, "we found him. He's with us."

But the mother could not speak at all. She walked up and down the swaying aisle of the parlor car, wringing her hands, her face flushed, her eyes moist and shiny.

"Won't you sit down?" entreated one of the party, offering an arm.

"I can't," she almost sobbed, while tears of pleasure streamed down her cheeks.

And truly it was a beautiful sight, the biplane 400 feet above the earth, skimming directly above the railroad tracks and straight ahead of the r[illegible]ing locomotive, too far distant as ye[illegible] make the crackle of its exhaust he[illegible] above the roar of the locomotive a[illegible] the rattle of the train. The motion w[illegible] one of continual oscillation.

LIKE SWIFT STREAM

Tilting gently first to one side and then to the other, then rising and falling over aerial hills and into valleys the eye could not see, the aeroplane seemed to heave itself through space with the rapidity of a stream seeking its channel.

Hamilton explains this appearance in his way.

"When you are in a canoe," he said, "you don't try to drive it through every wave you meet. You let her ride over the crest and sink into the trough. That's the way I feel in an aeroplane. Let the air have its way with you. Don't fight it, follow it."

What little wind there was, was in the southeast. Hamilton said it was of little hindrance and no aid to him.

He proceeded at an average slightly less than fifty miles an hour. There was no question of a race with the train. Whenever the engineer wished he easily drew ahead, but the instant he slackened the speed the aeroplane was over his head again.

The first point of critical interest was New Brunswick, where they crossed the Raritan river, factory chimneys throughout the city to fly over, with possibilities of a catastrophe should he find it necessary to make a descent.

FLIES ACROSS TOWN

Hamilton held his pace straight across the heart of the town. In passing through the city the engineer had slowed down a little and the aeroplane began to gain. Mrs. Hamilton and Mrs. Beaudette ran to the forward coach for a better view. An ambitious photographer climbed on the tender. Mrs. Hamilton scrambled after him. Not to be outdone, Mrs. Beaudette joined her.

Hamilton himself was barely visible aloft. The outline of his legs against the sky could be seen and the hands grasping the steering wheel were silhouetted at certain angles, but for the most part it seemed as if the aeroplane was alive, guiding itself.

When the train ran ahead of him and then slowed down to let him catch up the incessant musketry fire of his motor could be heard faintly. It seemed a little irregular, but nobody guessed the truth until Hamilton told it to his mechanic.

When he was 1500 feet above the water of the Kill von Kullso high that he could not see the Jersey shore shore through the fog—one of his right eight cylinders went back on him and never picked up again for the whole journey.

LUDLOW ELATED

Nobody saw the flight with more pleasure than Isaac Ludlow a New York lawyer, who was crippled for life when aviation was in its infancy in experimenting with a gliding machine of his own invention, which he had towed by an automobile. It was in Ludlow's glider that Hamilton made his first ascent in a heavier than air machine when he was only a boy.

"This vindicates my faith," said Mr. Ludlow. "I am glad I lived to see it.

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