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PANAMA CANAL ON UNITED STATES SOIL

The Pacific Coast is unanimous in its determination that there shall be no backward step in the work of making the Panama canal what it was always intended to be—an American waterway for the benefit of the United States. At the same time it was intended to be of benefit to the whole world. But primarily it was built by the people of the United States for the people of the United States. For that reason the original treaty with England was amended to avoid the interpretation that England now gives the document. For that reason the United States purchased the strip of land through which the Panama canal has been built.

The Panama canal is an American canal constructed on American soil and no other country has any possible right of any kind to say anything about how we shall run it. No other country has any right to dictate how we shall treat our coastwise trade as England is trying to do—for that is what the proposition now resolves itself into in the last analysis.

The Panama canal must remain an American canal!

WHY NOT AMERICAN INTERVENTION

Several methods of intervention or mediation in the Mexican struggle have been proposed. Some have suggested mediation by the co-operation of the leading nations of the world such as the United States, Great Britain, Germany, France and others. Another suggestion is that the leading nations of the American continent unite in settling the Mexican question in a way that will be satisfactory to all the world.

Of the various methods the Herald favors the proposition to have the various nations of North, South and Central America co-operate in mediating between the various factions in Mexico. It is an American question. Let the nations of the American continent settle it. Such a course should appeal to the United States as more consistent with the Monroe doctrine, and such a method of intervention should be welcomed by the nations of the old world. Such intervention or mediation should also appeal more readily to the leaders of the different factions in Mexico and would undoubtedly work toward creating a better feeling toward the United States among the other nations on the American continent.

The Mexican War, so-called, is rather brigandage and thieving and assassination on a large scale rather than war. One bandit chieftain has followed the other. Madero drove out Diaz. Huerta drove out Madero. Carranza is trying to drive out Huerta, and Villa and other leaders are ready any time to turn against the one who may come in power.

The Americans, without offending the pride of the Mexicans, without impairing the Monroe doctrine, avoiding the terrible struggle and loss of life and natural wealth that intervention by the United States would mean, could say to the struggling revolutionists, "Let there be peace," and peace would undoubtedly follow their unselfish efforts to stop the internecine struggle.

TEN GREATEST NEEDS OF THE WORLD TODAY

Dr. J. A. Macdonald, LL. D., of Toronto, Canada, one of the most prominent figures in the Christian Endeavor convention, gave to the "Examiner" a statement of what he considers the Ten Greatest Needs of the World today. They are:

1. A new and worthy idea of the supreme worth of human personality.
2. Indignant and determined fighting against everything in State and in Church that degrades or weakens individual responsibility.
3. A revision of the standards of society so that greatness will be allied, not with position or property, but with service.
4. The acceptance of love and not self-interest as the supreme social motive.
5. The insistence on the rights of the many as against the privileges of the few.
6. A strong sense of the interdependence of all classes in every community and of all nations throughout the world.
7. A redemption of politics from the scheming of the selfish—individuals as well as corporations.
8. The conviction that better laws, alike for the individuals and for the nations, must be backed up and made vital by the power of an ethical and self-denying love.
9. Insistence on the sinfulness of sin in all lives and the impartial application of one just, moral standard to men and women alike.
10. A new emphasis on the fundamental moral distinctions in the light of the Christian revelation and by the dynamic of the Christian impulse.

J. A. MACDONALD, Los Angeles Examiner.

The Alhambra Advocate issued a thirty-two page special edition last week that is both a credit to the publishers and to the city, it so well advertised. These special illustrated editions are of untold value to the places in which they are published, but are rarely a source of profit to the publishers. In fact, they generally call for a loss of coin. But then the newspaper man is supposed to work for the glory there is in his calling.—Baldwin Park Bulletin.

World's Greatest Factory Center

Los Angeles is destined to become one of the greatest manufacturing centers of the world, according to I. F. Peters, formerly president of the Memphis Industrial Bureau, in his address before the Los Angeles Realty Board. He advanced the following ten reasons to prove his contention:

First—The location on the Pacific Ocean, the last port of call for the steamers before entering the Panama Canal, and the first port for the steamers coming from the canal, with a harbor large enough to accommodate all the shipping that is likely to come this way.

Second—Water and rail transportation facilities to bring in the crude material and take out the manufactured products in every direction.

Third—Material for all kinds of manufacturing; lumber, iron, cotton, wool, leather, and nearly every material that is found under or above the sod.

Abundance of Fuel

Fourth—Fuel, oil, natural gas; electrical power generated by one of the greatest water supplies known and operated by any city; coal mines being developed that will supply all of the coal needed for such work as

will require that kind of fuel. Fifth—Markets for everything that the country can produce.

Sixth—Labor, common and semi-skilled is plentiful, and while there is a considerable supply of skilled labor, yet in the East skilled mechanics are only waiting the call to come by the thousands when they know there is work for them here. There will be a great influx of skilled labor from all parts of Europe next year.

Seventh—Amusements are a necessity to the skilled mechanic and laborer. They are here in the mountain and beach resorts, parks, theaters and moving picture shows.

Eighth—Educational facilities are unsurpassed. There are excellent public schools, private schools and colleges of all kinds.

Ninth—The religious side of life is well taken care of. Churches of every denomination are in evidence, possibly more than in any other city of the same size in the country.

Climate Unsurpassed

Tenth—Climate; it is so mild that, while it is cool at night, it is never considered too hot or too cold to work indoors or out. Heavy clothing is not a necessity and fuel cost is reduced to a minimum.

War Dept. Will Clear the Harbor

The War Department will take adequate steps to clear the harbor of Los Angeles channels of silt and obstructions caused by the recent storm.

Representative Stephens was assured of this. He received a wire from Secretary Matson of the Harbor Commission, telling him of the situation and asking him to take the matter up with the War Department. Mr. Stephens did so. On investigation, the department found Maj. Raymond

has available for removing silt now \$44,000. The sum of \$10,000 will be added by the department if needed.

It is thought the \$54,000, which is available now, with the \$25,000 for maintenance of the harbor carried in the rivers and harbors bill and available July 1, will be sufficient. If it is not the department assured Mr. Stephens that efforts would be made to have Congress increase the allowance in the rivers and harbors bill, which has not yet passed Congress, for maintenance of the harbor.

Enlarged Harbor Plans Necessary

Following the successful negotiations last Thursday for the sale of bonds, the Harbor Commission yesterday announced an enlarged program for harbor work that will result in 1915 in a busy, well-equipped port that will convincingly show exposition visitors that Los Angeles has developed a great, important gateway to the Pacific Coast, whose trade relations with the Atlantic Coast and foreign countries will run high up into the millions.

Before the end of next year the city will have 2500 feet of concrete

wharfs and 1800 feet of freight sheds in the outer harbor; electric and steam cars to the outer harbor dock under the control of the city; not less than 2670 feet of wharf in the inner harbor, and 2200 feet of freight sheds. South of the Mormon Island wharf the ground has been bulkheaded and filled, ready for construction. Should occasion demand, 1600 feet of wharf can be added to the present capacity and an additional ninety days would suffice for the erection of 1600 feet more of freight

Supervisors of 37 Counties Meet in Los Angeles March 14

Los Angeles will be the convention city for the supervisors of thirty-seven counties on March 14. At that time it will be decided whether or not a main trunk of the state highway will be completed by 1915.

With the assurance of support from the San Francisco chamber of commerce, the Oakland chamber of commerce, the Panama-Pacific exposition officials and the California State Automobile association, the supervisors of thirty-seven California counties were called to a conference to be held in Los Angeles on March 14 at the chamber of commerce building, by officials of the Automobile Club of Southern Cali-

fornia and the Los Angeles chamber of commerce.

At this meeting will be considered the purchase by the counties and the subsequent sale to a bonding company of \$2,000,000 of highway bonds in order to provide funds for the completion of at least one of the main trunk highways between the two exposition cities by 1915.

Automobile club officials have secured a market for the \$2,000,000, which will be purchased by a bonding company at a slight discount, the only expense which will devolve upon the counties in order to facilitate the completion of the trunk of the state highway.

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