



NORTHWEST GAINS BY VAST BUILDING

\$35,000,000 Expended by Harriman Lines.

MONEY USED IN 4 1-2 YEARS

Purchase of Roads and Operating Cost Not Counted.

OREGON SHARE \$16,000,000

Distribution of \$1,000,000 a Month for Running Expense Swells Total of Sum Disposed Of in Northwest During Period.

Expenditures of the Harriman system in the Northwest, including the Southern Pacific lines in Oregon and all the roads now a part of the Oregon-Washington Railroad & Navigation Company, since July 1, 1906, amount to \$50,000,000 in betterments, improvements and additions, besides its fixed charges, operating expenses and payrolls, which aggregate a like amount.

Of this sum \$15,000,000 was spent on new construction in Oregon, \$20,000,000 for construction in Washington and Idaho, and \$15,000,000 in betterments distributed over the entire system. These three items do not include any work on the Oregon & Washington line between Portland and Puget Sound, which was given a valuation of \$15,000,000 when the merger was completed last week. Additional expenditures not covered in either of these classes place the total figure in excess of the \$50,000,000 mark.

When it is considered that this reflects an outlay of virtually \$1,000,000 a month it is easier to realize the amount of money that has been distributed through the States of Oregon, Washington and Idaho by this railroad system in the last 4 1/2 months.

Money Spent at Home.

Approximately \$2,000,000 of this money has been spent in a manner that will result in lasting and material benefit to the three states. It was paid out in labor, supplies, construction machinery and other permanent improvements, including real estate.

Although the railroad officials estimate their expenditures conservatively at \$25,000,000 exclusive of their \$15,000,000 investment in the line between this city and Seattle, which already had been built, it is probable that an additional \$5,000,000 was disbursed for permanent improvements on that line.

The company built its own road from Tacoma to Seattle, erected a handsome new passenger station at Seattle, and started the construction of the Grays Harbor line, for which it will pay half the cost.

But the \$20,000,000 expenditure does not tell all the story. Considerable additional money has been spent in this territory on work that now is under way but not completed. Included in this is the tunnel under the Peninsula, which will be ready for use soon after the first of the year and which cost approximately \$200,000. Nor does it include the work that has been done on the new steel bridge in this city which is to cost \$1,600,000.

The cut-off on the line between Echo to Coyote, which was started several years ago, and upon which operations have been temporarily suspended, also is not included.

Construction Item Heavy.

Among the principal items covered by the figures as announced are the following:

Table with 2 columns: Item, Amount. Includes Tillamook line construction work, Natron-Klamath cut-off, Deschutes line construction work, Oregon, Washington and Idaho line, Idaho Northern extensions, Spokane and Coeur d'Alene district road.

These figures do not include the work done on the North Coast line, which was taken into the merger at a valuation of \$2,000,000, but which has not been fully expended. The principal assets of the North Coast road are the line between Astoria, Wash., and North Yakima, nearing completion, depot facilities and terminal yards in Spokane and important rights of way, principal among which are those between Spokane and the Snake River which the new company expects soon to utilize.

Also included in the \$20,000,000 total is the cost of constructing the St. Johns-Trousdale line, which is entered at \$600,000.

Many Betterments Permanent.

The estimate of \$10,000,000 for permanent betterments covers the properties of both the Southern Pacific and new corporation, and includes steel bridges, rail renewals, second main tracks, sidings and spurs, block signal systems, station houses and buildings, shop buildings and tools, fuel and water plants, station grounds, line changes and ballasting.

The piece of double track between The Dalles and Deschutes, which now is being constructed, has been an important item in the total estimate. The change of line between Coyote and Stanfield, in Eastern Oregon, also is figured in with the permanent work. While some of the figures on the Southern Pacific improvements extend beyond the limit of July 1, 1906, they are

FIREMAN EFFECTS THRILLING RESCUE

LOUIS SIMON CARRIES CAPTAIN DELAINE TO SAFETY.

Phoenix Building Burns—Loss by Flames and Water Is Heavy. Structure Is Saved.

Heroism on the part of Louis Simon, fireman of hose company No. 1, became evident in the thrilling rescue of Capt. James Delaine, of engine company No. 2, who was overcome by smoke on the fifth floor of the Phoenix building, Fifth and Oak streets, in a fire about midnight last night. Fireman Simon, unassisted, carried the captain down the fire escape amid the plaudits of the large crowd which had gathered.

The fire broke out on the top floor of the Phoenix building at 11:30 last night and for a time threatened to destroy the building. As it is the loss was large, water being the principal destroying agent. Prompt work by the fire fighters placed several streams of water on the flames soon after the fire was discovered, and within a half hour the situation was in control.

The top floor of the building is occupied by the Richenbach Clothing Company, manufacturers of shirts and men's clothing. The stock was entirely destroyed. The top floor was virtually gutted by the flames. Fires on the lower floors suffered heavy loss through water. Among these are the Archer & Schans Company, druggists; the Wiley B. Allen Piano Company, Archer, Combs & Co., athletic goods, and several offices.

"BIG TIM" FEEDS BOWERY

Over 5000 Poor and Unfortunates Enjoy Sullivan's Feast.

NEW YORK, Dec. 25.—On the Bowery today State Senator "Big Tim" Sullivan fed 5000 derelicts and "unfortunates" in the rooms of the Timothy D. Sullivan Association, marking the 15th annual Timothy D. Sullivan Christmas feast.

"Big Tim" himself threw open the doors at 11 o'clock. There were three long tables, extending the length of the room with capacity to feed exactly 210 at a time. There were no chairs, for it was a stand-up dinner, although there was food a-plenty.

It took exactly 15 minutes for the first round of flowery toasts to eat, drink and get out. As they passed out each man received a pipe and a package of tobacco, and a neat little printed card instructing him to be present on Monday, February 6, 1911. Presentation of the card will entitle the bearer to a pair of shoes and two pairs of socks.

BIER TAKES ALTAR'S PLACE

Bidden Guests Attend Funeral Instead of Wedding.

WHITEHALL, Mont., Dec. 25.—(Special.)—Instead of attending the wedding today of Henry Knight, one of the well-known mining men of the state, to which function, coupled with a Christmas dinner, they had been invited, friends gathered at his bier to pay their last tributes of respect.

Mr. Knight was taken ill with pneumonia several days ago and his death occurred yesterday very unexpectedly. His fiancée is prostrated.

CLARA MORRIS IMPROVING

Actress Who Has Been Blind Gradually Recovering Her Sight.

YONKERS, N. Y., Dec. 25.—(Special.)—Christmas was made brighter for Clara Morris by a slight improvement in her physical condition. The actress has been ill for months at her home here, and for a while was totally blind. Now, though she is still confined to her bed, she can see gleams of light although she cannot distinguish objects. Her condition is considered encouraging.

TRAIN IS LOOTED BY LONE ROBBER

100 Passengers Lose Coin and Watches.

MAN-RESISTING SHOT DOWN

Highwayman Goes Through Entire Train, Missing None.

MONEY RETURNED TO FEW

Some Save Valuables by Dropping Them Between Seats—Revolver Freely Used to Subdue Passengers—Robber Makes Escape.

KANSAS CITY, Dec. 25.—A lone robber celebrated Christmas tonight by going through Missouri Pacific train No. 112, due here at 10:25 o'clock, and holding up more than 100 passengers, from whom he took only money and watches. The man boarded the train, which was from St. Joseph bound for St. Louis, at Leavenworth Junction, in the outskirts of Leavenworth, and dropped from the smoker and disappeared at Northwestern Junction, in Kansas City, Kan., after securing a large amount of money and valuables and shooting one man who attempted to resist him.

As the train pulled out of the Leavenworth Junction station, the robber opened the rear door of the Pullman and confronted the astonished crew with a revolver, after which he robbed them. Cautioning the conductor and porter to keep still, he went through the car, taking up a collection of watches and wallets. Finishing with the Pullman, he continued through the chair cars and the smoker until he had robbed every passenger.

Trainmen Are Robbed. The train was in charge of Conductor May, who, with his brakeman and porter, was robbed. Railway officials say the man who was shot was not seriously injured. They could not say how much money the robber secured.

When the train reached Kansas City, Kan., at 10:25 o'clock tonight, the police were notified and a squad of officers were sent to Northwestern Junction to search for the robber.

Among the first people roused from the Pullman was Captain H. L. Newbold, student of the Army school at Fort Leavenworth. When the passengers were ordered to throw up their hands, Captain Newbold did not comply fast enough or raise his hands high enough to suit the bandit, who fired, inflicting a scalp wound.

After cautioning Captain Newbold and another passenger to keep quiet, the robber turned as the conductor entered the compartment. He, too, was made to throw up his hands and was then robbed of his money and a watch.

Woman's Purse Taken. Among other passengers in the Pullman who were robbed was Miss Sadie Berhof, of Leavenworth, who surrendered a purse.

Entering a day coach, the robber shoved a revolver into the face of the first passenger he met and then fired through the window. This thoroughly intimidated the passenger who complied with his demands. Several passengers saved their money by dropping it beside their seats or simply handing the man small change they had. To two of the passengers who handed him only a small amount of money, the man returned it, telling them if that

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The Weather. YESTERDAY'S—Maximum temperature, 45 degrees; minimum, 25 degrees. TODAY'S—Fair, southerly winds. National. Rules permitting assignment of part of irrigated claim promulgated. Page 3. Politics. Senator Curtis, of Kansas, seeking harmony, to propose Governor Stubbs for Vice-Presidency with Taft leading ticket in 1912. Page 2. Domestic. Roads anxious to settle controversy with conductors and trainmen. Page 4. Los Angeles iron works involved in strike wrecked by explosion. Page 1. Dr. Cook, replying to Rasmussen, scores Danish explorer. Page 2. Aviator Hoxsey outflies birds of high altitude. Page 1. Ell (Neb.) women prefer baldheaded men for husbands. Page 12. Mrs. James M. Munyon returns to glare of footlights after domestic turmoil. Page 3. Powder explosion at Christmas dance kills three, maiming eight and injuring ten others. Page 2. Lone robber boards train in Kansas, taking money and watches from 100 passengers. Page 1. Reconciliation reported between divorced Jack Cuddey and wife. Page 4. Dynamite used in heat of Harison in gamblers' war. Page 1. Sports. Second annual Christmas day swim starts at 10:30 this morning. Page 14. Piedmont and McLaughlin battle to tie for football honors. Page 14. Two new major leagues projected out of American Association an Eastern League. Page 14. Pacific Northwest. Idaho faces debt of \$880,000 at close of 1910. Page 6. Portland and Vicinity. Southern Pacific voluntarily pays Marjorie Malt for injuries. Page 12. Portland's Christmas is essentially day of family reunions. Page 12. Southern Pacific virtual owner of company from which it leases Oregon lines. Page 9. First services held in new St. Francis Catholic Church. Page 11. Elaborate Christmas services held in St. Mary's cathedral. Page 11. Woman severely burned playing Santa Claus. Page 6. Mrs. Chris Evans' long fight for husband's pardon almost won. Page 2. Harriman lines spend \$50,000,000 in Pacific Northwest in betterments in last four and one-half years. Page 1. Peace is lesson drawn in Christmas sermon. Page 11.

STEAMERS CRASH; 1 SINKS

Red Star Liner Hits Belgian Ship. Six Men Missing.

ANTWERP, Dec. 25.—The Red Star steamer Finland and the Belgian steamer Baltique collided today off the mouth of the River Scheldt.

The liner Finland was bound from New York. The Baltique a steamer of 1800 tons, was outward bound with a cargo of sand. The exact cause of the collision is not known, but it is said that the Finland in veering struck the Baltique amidships.

The Baltique sank immediately. Part of the crew was rescued by the Finland and others by a pilot boat. Six men are unaccounted for.

The Finland is now anchored at Flushing. It is not known whether she sustained any damage.

RAIN IS CHRISTMAS GIFT

New England Churches Give Thanks for End of Drought.

BOSTON, Dec. 25.—An inch and a half of rain which fell yesterday and early today is believed to have effectually ended the drought which has menaced the water supply of half a dozen cities in New England.

In many pulpits today special thanksgivings were offered and the rain was referred to as a Christmas gift to New England.

MANY KILLED IN INDIES

Engagement Reported Along Dominican and Haytian Borders.

SAN DOMINGO, Dec. 25.—News has reached here of an engagement along the Dominican and Haytian borders. Several are reported killed. A gunboat will be dispatched with troops, to be sent to the scene of the trouble.

Hoxsey Outflies Birds in High Air

Daring Aviator Braves Pacific's Waters. Altitude is Over One Mile

Wright Man Dives Through Water-Laden Cloud.

PARMALEE THRILLS CROWD

Christmas Matinee Spectators at Los Angeles Aviation Meet Witness Spectacular Flights. Curtiss Takes Prize.

LOS ANGELES AVIATION MEET. The following aviators are under contract to fly daily at Los Angeles from the ground with their aeroplanes: Walter Brookins, Bernard Birnie, Jack Cannon, Glenn H. Curtiss, C. E. Day, George Deuster, Eugene B. Ell, Archie Hoxsey, Hubert Latham, C. A. McClay, Glenn Martin, Lincoln Beachey, Philip O. Parmelee, Sam Perkins, James Radley, R. F. Roehrig, J. J. Slywin, Edgar Smith, C. F. Walsh, C. D. Willard, J. H. Wittie, E. J. Campbell, Charles Scoglund, George F. Robinson.

LOS ANGELES, Cal., Dec. 25.—Arch Hoxsey, of the Wright team, again out-flew birds of the higher altitudes today at the Christmas matinee of the aviation meet. More than a mile high, he sailed out over the murky waters of the Pacific, which looked black under a leaden sky. Then, climbing to still greater heights, he pointed his prow landward and vanished from view. When next he appeared he was diving straight through a heavy water-laden cloud. Hoxsey did not alight, however, but kept flying for two hours in an endurance flight. When the judge opened his sealed barograph the record showed that he had reached a height of 7299 feet in his second attempt for the altitude record.

Flight Is High.

At the same time the judges announced that they had made an error in calculating Hoxsey's height, as 8150 feet. It should have been 9288 feet—1211 feet under the world's record. But even this figure is not final and must await verification at the end of the meet.

An interesting event was another race between the Curtiss 40-horsepower racer and the speedy "baby Wright" with Parmelee at the levers. Eugene Ely was at the wheel of the Curtiss and he passed the "baby Wright" twice. Parmelee, however, was able to overcome every advantage by his quicker manipulations at the turn.

Parmelee forsook his "baby Wright" in the altitude event, and went aloft in the same type of biplane which was used by Hoxsey, reaching an estimated height of 400 feet, thrilling the crowd by his daring trip. Brookins did not participate in this event.

Curtiss Gets Speed Prize.

Glenn Curtiss, in the racer, also won the speed prize of the day, defeating James Radley, the English aviator. Curtiss made his best lap at the rate of 59 miles an hour. Latham took down the daily prize for endurance. He soared over the course

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HERE'S HOPE FOR BALD-HEADED MAN

"CLEAN, WHITE AND PRETTY": NICE TO KISS, SAY WOMEN.

ELL, Neb., Fair Sex Pass Resolution of Confidence in Men Without Hirsute Adornment.

ELL, Neb., Dec. 25.—(Special.)—There is now hope for the bald-headed man, and the baldier the greater is his hope. The Associated Women's Clubs of Ell have resolved in his favor.

It all came about at a regular club meeting, when Mrs. J. N. Rossou, a matron who has been married less than six weeks, hinted that, no matter what she might do, she would "never marry a bald-headed man." This was trending on the toes of the president, Mrs. E. E. Richmond, and, as it developed later, it was trending on the toes of 18 members of the club. Hardly had Mrs. Rossou made her remark, when Mrs. P. C. McElroy offered a resolution which set forth:

"That sensible women, especially those of the Ell Women's Club, look upon bald-headed men as being thoughtful and kind, trustworthy and confiding, past the follies and frivolities of youth, usually successful and men of property, not given to running around nights and, moreover, the bald head looks so clean, white and pretty that one could kiss it without a feeling of disgust." The resolution was adopted unanimously and Mrs. Rossou has resigned her membership.

TAFT'S CHRISTMAS QUIET

Except for Attendance at Church, Executive and Family Stay Home.

WASHINGTON, Dec. 25.—Christmas in Washington was the epitome of quietness. President and Mrs. Taft and their family spent the day at home, except for attendance at church in the morning. The President went along to All Souls Unitarian Church, while Mrs. Taft, accompanied by Miss Helen Taft and Charley Taft, went to the fashionable St. John's Episcopal Church. A few friends called at the White House during the afternoon to extend Christmas greetings.

Most of official Washington joined in the quiet celebration of the day. The diplomatic corps observed the occasion appropriately, while several hundred members of the two houses of Congress observed the day in their home states.

COLD WEATHER PREDICTED

Moderate Temperatures to Be Succeeded by Low Is Forecast.

WASHINGTON, Dec. 25.—With the exception of a cold spell on Monday in the Eastern states, moderate temperatures will prevail everywhere during Christmas week, according to the Weather Bureau bulletin today. A disturbance of moderate intensity now in the Southwest will reach the Atlantic seaboard by Tuesday and will be attended by unsettled weather with rain or snow in northern and central states east of the Rocky Mountains.

The principal disturbance of the week, which will reach the Pacific Coast on Thursday or Wednesday and the Atlantic Coast by Friday or Saturday, will be attended by general precipitation and a pronounced change to colder weather.

COWBOY BATTLES INDIANS

One of Beef-Killing Band of Redskins Slain in Encounter.

EL PASO, Tex., Dec. 25.—While riding the range 50 miles from Globe, Ariz., Friday, Walter Williams, foreman of a cattle company, was fired upon by a party of Apache Indians, whom he surprised in the act of killing beef. Williams returned the fire and one Indian fell. He rode to Fort Apache and surrendered.

Strike Has Been Bitter

The Llewellyn Iron Works has long been prominent in the fight against the recognition of union labor in this city, and is one of the concerns involved in the existing metal workers strike which went into effect on June 1, of this year. The strike has been characterized by great bitterness on both sides. The strike was called originally for the purpose of enforcing a demand for an eight-hour day for all the metal workers and a uniform wage of 50 cents an hour. The struggle was precipitated by a notice from the men engaged in the metal trades in San Francisco that the employers there had made a condition of concessions to their employes that they should not thereby be placed at a disadvantage in competition with non-union Los Angeles firms in the same line of business.

After the strike was on for some time an anti-picketing ordinance was enforced by the Los Angeles authorities and several union sympathizers charged with its violation were arrested, convicted and sentenced to fines or imprisonment. They refused to pay their fines and were committed to jail.

Los Angeles Union Not Blamed

The officials of the Llewellyn Company are of the opinion that the effort to destroy their plant is the outgrowth of their differences with an attitude toward union labor, and the police in their efforts to discover the perpetrators are working on this theory. Walter Taylor, vice-president, and John Llewellyn, secretary of the company, however, both gave it as their belief that the Los Angeles union men were not responsible for the crime. Mr. Llewellyn said: "There is no doubt in my mind that this effort to destroy our property is due to the fact that we are standing on out

LOS ANGELES IRON PLANT DYNAMITED

Concern Involved in Strike Is Victim.

EXPLOSION FELT TWO MILES

Company Official Exonerates Local Union Men.

OUTSIDERS ARE BLAMED

Watchman Buried in Debris, but Escapes With Minor Injuries. Vital Parts of Works Escape Serious Damage.

LOS ANGELES, Dec. 25.—A mysterious explosion, presumably of dynamite, wrecked a considerable portion of the building of the Llewellyn Iron Works, one of the big industrial institutions of the kind in the Southwest, at Redondo and Main streets at 1:54 o'clock this morning. J. E. Asbury, a nightwatchman, who was in the office of the building, was slightly injured. Windows of the adjoining plants of the Lacy Manufacturing Company, the Johnston Machine Works and the Starns Gas Engine Company were blown out and minor damage was done.

Residents of the Westlake district two miles away were awakened by the force of the explosion, which shook the whole neighborhood. Who placed the supposed charge of dynamite is unknown. The company has been involved many months in a strike of union metal workers. A hole in the ground 15 inches deep and about six feet in diameter bears witness to the place of origin and probable cause of the damage. This hole is just outside the business line and adjacent what was the wagon entrance. On the other side of the hole was a wooden shed, which, with its contents of stored iron, was reduced to a mass of debris.

Building Front Shattered

The front of the main building, a three-story frame, for a distance of probably 75 feet was shot to pieces and its contents of furniture and office paraphernalia are piled together in apparent ruin. The material damage, however, is confined to the chipping room, the office and the space above them, and is relatively small. The big machinery of the plant is apparently unscathed and the building to which the chief injury was done is a frame shack which has been in use for more than a generation. The officers of the company announce that the work of the plant will be resumed as usual on Tuesday morning and early today carpenters were busy building a temporary structure for the use of the office force.

Watchman Buried by Debris

Asbury, the watchman, was seated in the office 30 feet from the center of the explosion when it occurred. He was buried under a mass of debris, but was rescued by a party of police, who were called at by Policeman Cahill, who was in front of the office at the time the explosion occurred. With the exception of a cut on the right hand and an abrasion of the scalp and face, Asbury was unharmed. "I saw a flash and heard a report like the crack of a whip," said Policeman Cahill, "and next the front of the building seemed to crumble and the air was filled with debris. I called out, 'Is there anyone in the building?' and hearing a cry for help from Asbury, found him and dragged him from under the ruins to the street."

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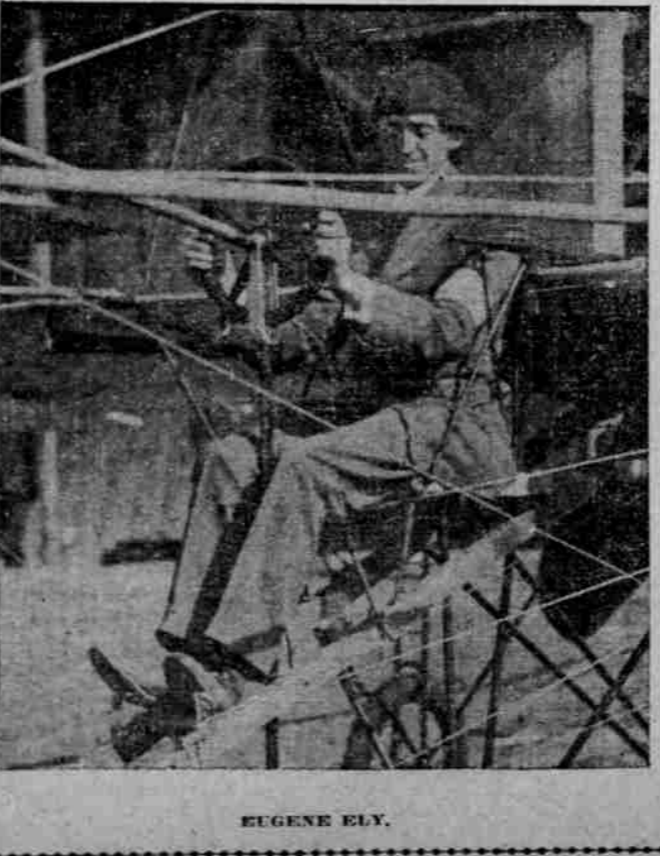
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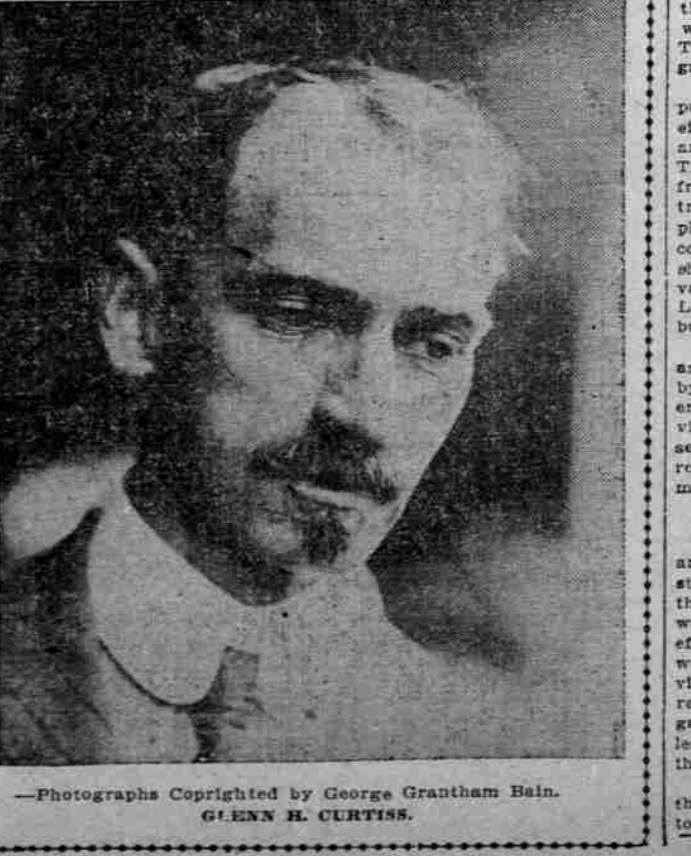
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