

# NET REVENUES FALL UNDER U. S. CONTROL

## Southern Pacific Company Files Annual Report.

### IMPROVEMENTS ARE MANY

#### Popular Impression of Effect of Increased Rates on Living Costs Declared Exaggerated.

The annual report of the Southern Pacific company for the year ended December 31, 1918, issued yesterday, shows the operating revenues, operating expenses and net revenue from railway operations of the first year of government control, compared with the last year of private control. Operating revenues in 1918 were \$221,611,206.21, as against \$193,971,499.54 in 1917, an increase of \$27,639,706.67, or 14.25 per cent under federal control.

Operating expenses last year were \$192,722,371.84, and in the preceding year under private control \$129,661,532.82, having increased \$63,060,839.02, or 49.39 per cent. The net revenue from railway operations in 1917 was \$73,368,666.72, whereas last year it fell to \$58,888,834.37, a decrease of \$14,480,832.35, or 19.74 per cent.

#### Effect Held Exaggerated.

Commenting on the advance in freight rates, the report says: "The popular impression of the effect of an increase in rates on living costs is grossly exaggerated, and there is no doubt that the fear of greatly increasing living costs influenced the public and the interstate commerce commission, through the pressure of public opinion, to deny the petition of the carriers for higher rates to produce an increase in revenue commensurate with rises in labor and material."

To show how slight a foundation exists for this belief, and how exaggerated is the popular conception of this influence, the following figures are adduced: "In the period from 1910 to 1919 the price of dressed beef originating in Chicago and transported to New York increased from 22 1/2 cents to 40 cents per pound, or 77 per cent, in our smallest unit of value, 175 mills, while the freight rate increased 2 1/2 mills, or only 1.4 per cent.

The price per pound of ham and bacon transported from the same points increased 205 mills, or 120 per cent, while the freight rate was responsible for 1 1/2 mills, or only 0.73 per cent.

The increase in the cost of a suit of underwear transported from Boston to Chicago in the period 1910 to 1919 was 300 mills, to which the increase in freight rate contributed a mill, or .33 per cent.

A pair of shoes, transported from Boston to Chicago in the same period, increased in price 3500 mills, or 350 per cent, while the increase in freight rate was responsible for 6 mills, or .16 per cent.

No coin is small enough to represent any of these increases in cost, but if the dealer should add one copper cent in each case to the 1910 price to reimburse him for the increased cost of his commodity due to increased freight rates he would grossly overcharge the purchaser, and, if he would make him pay nearly double the proper amount in the case of a pair of shoes and over six times the proper amount in the case of a pound of ham or bacon."

#### Branch Road Built.

Among the expenditures during the year by the Southern Pacific and its subsidiary companies was \$16,714 by the Marion & Linn county railroad for a branch from Hoover to Idanha. The passenger station at Salem was completed, also an extension to Newburg for car repair shed at Brookline. At the Brookline shops an oil storage house and 27 fuel and water tanks are under construction. A steel span over the Willamette at Eugene, to replace a 290-foot wooden span, was completed during the year. The work of replacing a trestle 330 feet long and 95 feet high with a concrete arch was completed on the Tillamook branch, and the work of replacing four other trestles, having an aggregate length of 1282 feet and an average height of 65 feet, with concrete arches is progressing.

#### Many Improvements Made.

At Cocharan, a 381-foot grain trestle was constructed. The Wall Creek trestle, at Seaman, this being with two eight-foot concrete arches was completed, also a 600-foot drain tunnel, in 12 tunnels on the Tillamook branch, additional timber supports are being installed.

#### Other Improvements noted are the electrification of 42.2 miles of road from Whitehouse to Corvallis, including the construction of high tension transmission lines from Salem to Clatskanie, the shifting of station buildings, construction of 9526 feet of new track at Corvallis, the rearrangement of terminal yards and the laying of 14,200 feet of new track at Brookline, and the construction at Barview of 1740 feet of wooden bulkhead and seawall and 640 feet of jetty.

### MINSTRELS COME TO OAKS

#### Special Programmes to Be Given by Company of Negroes.

A special engagement of the Memphis minstrels, southern comedians and musicians, was announced yesterday by Manager John P. Cordray of the Oaks amusement park. The negro entertainers will stage two travesties at the Oaks each day starting with the show next Sunday afternoon.

The engagement of the minstrels is an added attraction and does not interfere in any way with the other amusements at the big park. Manager Cordray declared. They will appear out of doors at times that will not conflict with other park programmes.

Manager Cordray heard samples from the repertoire of the minstrel company last week and pronounces them excellent entertainers.

### PEANUT STRANGLES BOY

#### Attempt to Swallow Goober Results in Wending Lad's Death.

EUGENE, Or., July 16.—(Special).—Clyde C. Lewis, aged 8 years, son of Mrs. Guy Wending, died from strangulation Sunday night after attempting to swallow a peanut.

Death was so sudden the child's mother was at a loss to explain the cause, believing the child had swallowed poison. A post mortem examination was made and a peanut was found to have lodged in the windpipe.

# TACOMA WOMAN GAINS 25 POUNDS

## Mrs. Perry Will Praise Tanlac for the Remainder of Her Life, She Says.

"I will certainly praise Tanlac the remainder of my life," said Mrs. George Perry, residing at 1926 North Stevens street, Tacoma, Washington, recently. "For the medicine has really and truly made me feel like a new woman and in just about two months' time after I began taking it my weight had increased twenty-five pounds."

"Seven or eight years ago," she continued, "my stomach began to act in a very peculiar manner. Things I had always been eating failed to agree with me and I had no relish for my food any more. Then my appetite left me entirely and what I ate seemed to do me harm instead of good, as I would bloat up so with sour gas that I was miserable all the time. My whole body, even to my face, would bloat terribly and this gas would press on my heart, causing it to jump and palpitate fearfully. I suffered so with shortness of breath that I could not walk a block without having to stop several times to get my breath and was completely exhausted by the time I had walked that far. I felt absolutely worn out all the time, although I did very little work, being physically unable to do much, and was so nervous and restless that I would lay awake night after night—my eyes just seemed to be propped open and there was no sleep for me. I often had raging headaches, my kidneys were in bad shape, too, and there were such terrible cutting pains in my back that I could not really bend over to put my shoes on. My limbs and feet got so they would often swell until I could not get my shoes on and sometimes I could not walk at all."

"I was paying out money all the time for treatment and medicine, but only grew worse, and at last reached the point where life did not seem worth living. My mother finally persuaded me to take Tanlac and the results are I am a well and happy woman again. I am splendid and I eat just anything I want at any time without suffering the least bit of distress. My stomach is now stopped forming on my stomach. I can walk any distance, in fact, I am walking nearly all the time every day and never suffer any more from palpitation or shortness of breath. I have also gotten entirely rid of the headaches, as well as the pain in my back, and my kidneys are in fine shape. I sleep like a child every night and I never have that tired feeling any more, although I am going all the time. To put it all in a few words, I was never in better health than I am right now and words cannot express the gratitude I really feel for what Tanlac has done for me. It has been a godsend to me."

Tanlac is sold in Portland by the Owl Drug Co.—Adv.

### HORSES ARE IN DEMAND

#### French and Belgian Dealers Buy Animals in America.

EUGENE, Or., July 16.—(Special).—Word has been received by N. S. Robb, Lane county agricultural agent, from Wayne Dinsmore, secretary of the Percheron Society of America, with headquarters in Chicago, that there is a decided improvement in the horse market throughout the country. He writes that exports to Europe have already begun despite the high ocean freight rates and that some French and Belgian dealers, who formerly exported animals to America, are buying horses in this country.

There is a big demand for horses weighing between 1500 and 1700 pounds, says Mr. Dinsmore in his letter, and the market is so strong that Chicago is shipping from 400 to 500 a week to Europe.

Mr. Dinsmore predicted that the price will go to \$225 to \$250 an animal and urges the farmers to prepare for the future demand.

### NEW WHEAT IS TESTED

#### Milling Grain for Semi-Arid Lands Shows Hardhood.

WENATCHEE, Wash., July 15.—As the result of experiments at the Washington State college experimental dryland wheat farm near Waterville, a new variety of wheat has been introduced into the semi-arid sections of central Washington.

It is known as the hard federation, a milling wheat of the highest type developed and grown on the dry lands of the interior of Australia. During this, the drier season for many years, this variety has made the best growth and shown the greatest hardhood of any of the 27 kinds of wheat tried out.

The Waterville experiment farm consists of 215 acres, conducted by C. E. Hill for the Washington state college.

### AUTO DROPS INTO DITCH

#### Sheridan Girl Prefers Mill Race to Collision With Train.

SHERIDAN, Or., July 14.—(Special).—While driving at the rate of 20 miles an hour and attempting to cross the railroad track before the train could reach the crossing, Miss Margaret Hintzen steered her automobile into the mill race along the side of the road. The machine dropped 10 feet. Other occupants of the crossing, Miss Margaret Hintzen, her father and mother, her father suffered a broken leg and her mother suffered severe injuries to the head.

Miss Hintzen, it is said, preferred going into the ditch to a collision with the train. Mr. Hintzen is a Sheridan business man.

### Boy Held for Forgery.

#### Albany, Or., July 16.—(Special).—Henry Cole, 15-year-old boy of Newburg, was bound over here Monday to await the action of the Linn county grand jury on a charge of forgery.

He was examined before Justice of the Peace Oliver, who placed his bonds at \$500. The young man is said to have admitted he signed the name of Walter Tyler, of this city, to a check on the Albany State Bank for \$15 and that the check was cashed by him at a cigar store.

Britton to Fight Lewis July 28. NEW YORK, July 16.—Jack Britton, welterweight champion, and Ted (Kid) Lewis, from whom Britton took the title at Canton, Ohio, March 17, will meet in an eight-round bout at Jersey City, July 28. The weight will be 145 pounds.

# United States Spruce Production Corporation SALE

## TWO EXTENSIVE LUMBER DEVELOPMENTS, PACIFIC NORTHWEST, U. S. A.

### Each Consisting of A Permanent Railway System Tapping Large Virgin Areas of Timber and a Well Located Modern Sawmill of Large Capacity

The War Department, through the above corporation, organized under Act of Congress, entitled "An Act making Appropriation for the Support of the Army, etc.," approved July 9, 1918, on account of war time necessity, built railways and prepared milling facilities for the timber from two of the largest hitherto undeveloped timber areas of the Pacific Northwest, namely, Olympic Peninsula, State of Washington, and Lincoln County, adjoining Yaquina Bay, State of Oregon, including the famous Siletz Basin.

Development, at date of Armistice was advanced to such a stage that either of these properties can now be placed in complete operation, including milling and logging, in sixty to ninety days.

All facilities and structures are of highest grade, machinery of latest type and all work performed under the supervision of experienced and practical engineers, contractors, lumbermen and loggers.

Admirable climatic conditions for year around operation. Supplemental equipment for logging and railway operation, owned by the corporation, can be acquired subject to prior sale. Every facility for detailed inspection will be offered. Detailed plans, descriptions, etc., are available in pamphlet form with terms of sale.

Cruises, profiles, maps, ownership data, complete working specifications and master index of mill properties and machinery are available for inspection at offices of corporation at Yeon Bldg., Portland, Ore., U. S. A. These properties will not be sacrificed nor will bids be considered for less than reproduction values.

### Properties on Olympic Peninsula, State of Washington

Mill and railroad open up largest hitherto undeveloped timber resources in Pacific Northwest and make production available for rail, coastwise and export trade. One large established, privately owned mill now operating on this Harbor at Port Angeles.



Capacity—400,000 F. B. M. per 8 hr. day. Power Plant—Fireproof brick building on solid concrete foundation; Custodis stack, refuse burner, 2400 H. P. water tube boilers; present provision for 1500 K. W. turbo generator; piping and room provided for additional 2000 K. W.

Ample Water Supply—Engineering—Highest quality skill and design in entire installation by recognized experts of wide technical and operating experience.

### S. P. D. Railroad No. 1

This connects with the Milwaukie System 17 miles west of Port Angeles. Main line completed 36 miles to Lake Pleasant; see simple right of way; seasoned substantial roadbed; standard gauge 40 lb. rail; gravel ballast; 240 structures; maximum 14 deg. curvature; gradients 1.25% to .25%; 2% vs. 2.5% 1 summit. 3.5 miles sidings installed; 3.5 miles additional sidings graded. Make line construction involved. 1,500,000 yds. grading, 460 lb. ft. tunnels, 30,000 lb. ft. piles, 600,000 F. B. M. timber in place, 56,000 yds. ballast. Spurs aggregating 70 miles graded for opening development.

Site—Consists of 181 acres of which 67 acres are available for drying yard. Bulkheaded and filled around buildings. Log Pond—15 million F. B. M. storage capacity. Housing Facilities—Camp buildings, modern cottages and three-story 56-room brick hotel, completely furnished; also considerable housing room in city adjacent.

Present Condition—Ninety per cent complete—new machinery on hand for installation. Capable of productive operations in 90 to 100 days.

### Properties in Lincoln County, State of Oregon

Mill, Railroads and Timber Tract

Mill at Toledo, Lincoln Co., Ore. Shipping Facilities—Tide water Yaquina Bay, Yaquina Branch of Southern Pacific Railway System; Pacific Coast terminal rates. Yaquina Bay harbor development by Government and port authorities under way.

Power Plant—2,000 H. P. water tube boilers; 1850 K. W. turbo generator and auxiliaries, all in place on concrete foundations; steel stack and refuse burner. Complete mill and locomotive machine shop. Machinery and power plant all at site, 75% installed; capable of adjustment to purchase requirements. Ample Water Supply. Site consists of 59 acres, ample for lumber storage and housing facilities. Tracks and Loading Sheds with Manufacturing Shed 124 x 432 ft. Office Building and Store House on site. Log Storage adjacent, capacity 20,000,000 F. B. M. Well adapted for large scale finished product manufacturing plant for rail marketing throughout United States. This Corporation owns interest in Toledo and Siletz Log. Co., tapping immense virgin Douglas Fir belt immediately north.

Address all Communications and Bids to Engineering Department United States Spruce Production Corporation Yeon Building, Portland, Oregon, U. S. A.

### Employed to be Taught

Part-time schools provided by new law. Persons Between Ages of 16 and 18 Years to Attend School on Employers' Time.

SALEM, Or., July 16.—(Special).—Plans are now being formulated by State Superintendent Churchill to put into effect throughout Oregon the law passed at the last session of the state legislature requiring persons between the ages of 16 and 18 years who are employed and have not received an eighth-grade education to attend what will be known as part-time schools. Superintendent Churchill says this department of education was discussed quite thoroughly at the recent meeting of the National Education association held at Milwaukee and it was the general consensus of opinion among educators that it will be a success.

Probably the most important factor entering into the successful operation of the part-time schools, according to Mr. Churchill, will be the selection of teachers. "Because of the fact that persons affected by the law will not have to attend school more than an hour each day, it will be necessary to obtain instructors who are able to get into close contact with their pupils and decide what studies are best adapted to their training."

Mr. Churchill says Americanism will be one of the chief fundamentals upon which the school will be conducted and a determined effort will be made to give persons with limited education such training as will fit them for better positions.

The law, which had the special support of labor, provides that in all districts where there are 15 persons eligible for this training the school boards must furnish the proper equipment and employ teachers to carry on the work. The act provides also that pupils at-

tending this school will do so on their employer's time.

It is Mr. Churchill's opinion that practically every first-class district in Oregon will be affected by the law. As soon as convenient the state superintendent will urge upon county superintendents the necessity of surveying their respective jurisdictions in the light of determining whether they come under the provisions of the new law. In districts where the required number of pupils are found, making the part-time schools necessary, an effort will be made to have them in operation concurrent with the opening of the fall term of the public educational institutions.

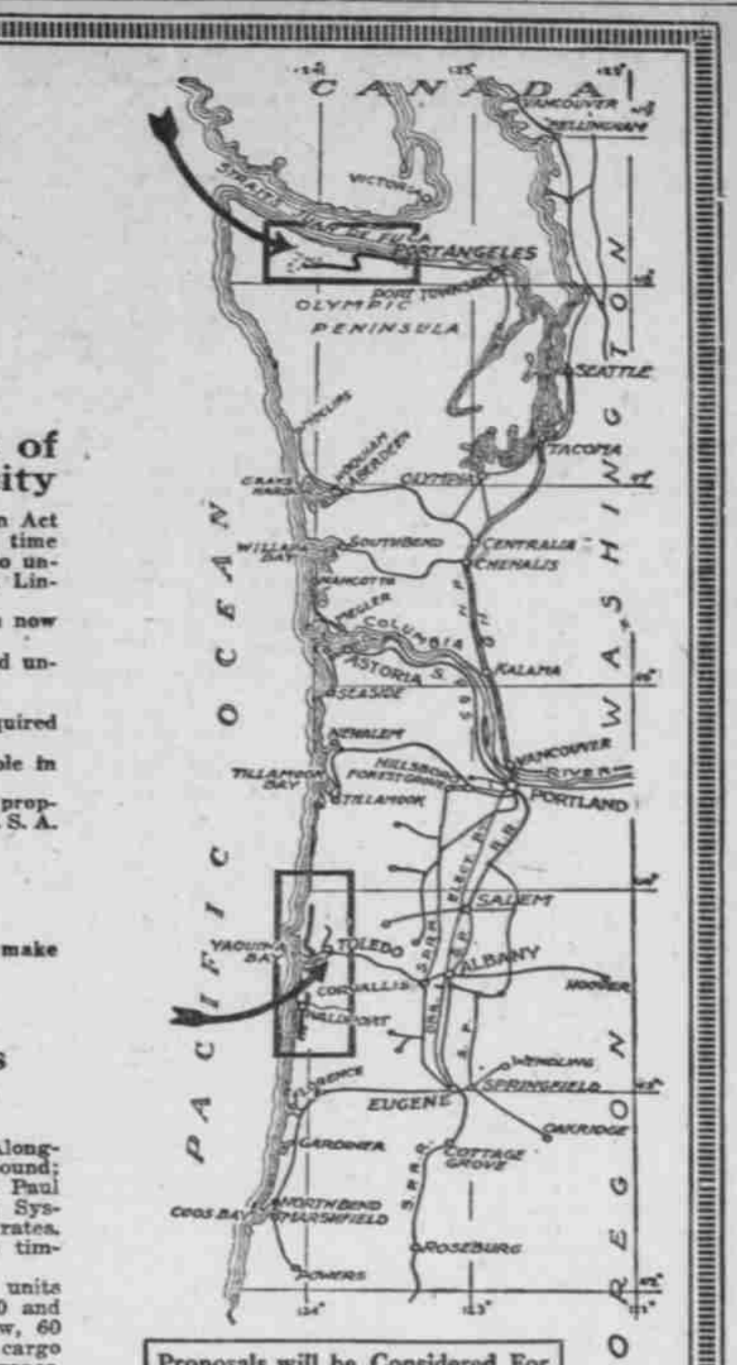
FISHING TRIP IS FATAL. Dr. H. S. Buffum, Walla Walla County Assessor, Dies of Pneumonia. WALLA WALLA, Wash., July 16.—(Special).—Dr. H. S. Buffum, county assessor, died yesterday of pneumonia, contracted while on a fishing trip to Odell lake, Or., last week. Dr. Buffum, county treasurer, made the trip by automobile. Dr. Buffum received a drenching while fishing.

Dr. Buffum was a pioneer physician of Walla Walla county, here in 1881. In addition to his professional work he engaged in farming and had held public office for a number of years. He was a native of Pittsburg, Pa., and was born November 2, 1851. He was educated in Western university, Dartmouth college and Cornell university, taking his work in medicine at the Chicago Homeopathic college. He leaves three brothers, W. B. Buffum, E. R. Buffum and C. H. Buffum, and a son, Harry Buffum, the latter of Portland.

Portland Men to Incorporate. SALEM, Or., July 16.—(Special).—Articles of incorporation have been filed here by the Pitt company of Portland. The capital stock is \$10,000 and the incorporators are John C. Platt, R. A. Hutchinson and Eugene Oppenheimer. The purpose of the corporation is to carry on a general merchandise business.

SALEM, Or., July 16.—(Special).—Irrigation prospects in Oregon were never as bright as at the present time, according to State Engineer Cupper, who returned here last night after a tour of inspection covering several days. Engineer Cupper first visited the Grants Pass project. Water for this district is being pumped temporarily and the commission will be asked to certify to bonds in the sum of \$50,000.

Salem Bargain Day Big Success. SALEM, Or., July 16.—(Special).—Bargain day, which has been one of Salem's big annual events for several years, proved a great success last Saturday, according to merchants. Thousands of farmers from all sections of the valley took advantage of the low prices offered and the city was crowded throughout the day.



Proposals will be considered for R. R. No. 1 and Port Angeles Mill separately, or jointly: R. R. No. 11 and Toledo Mill; R. R. No. 12 and Timber Tract; R. R. No. 13, Timber Tract and Toledo Mill; or for all Lincoln County properties.

TERMS GOVERNING ACCEPTANCE OF BIDS. All bids presented shall be sealed and will be received up to 12 o'clock noon Tuesday, Sept. 2, 1919, by the undersigned at his office in the Yeon Bldg., Portland. All bids will be publicly opened at 2 o'clock, September 2.

Detail bid forms and terms of sale on application. No bids will be considered unless accompanied by certified check in the amount of \$100,000.00 made payable to the United States Spruce Production Corporation, to be retained as liquidated damages on failure of bidder to complete purchase on or before the date specified in event of rejection. The U. S. Spruce Production Corp. reserves the right to reject any and all bids.

### Timber Tract

This corporation owns in fee above mineral rights about 12,600 acres of high grade timber on the Siletz and Alsea Southern, including the following quantities: Douglas Fir, 216,744,000 ft.; spruce, 282,725,000 ft.; hemlock, 296,476,000 ft.; cedar, 16,116,000 ft. Complete topographic maps and spur line locations, beyond present grading, developed for logging entire tract.

22.4 miles main line completed from northern terminus on Yaquina Bay. This railroad built for logging purposes, and dumps into Yaquina Bay. Car ferry slips, car barges and steamers to tow logs and barges, make possible transferring cars to Yaquina Northern at Yaquina. For simple main line right of way, 2.5 miles additional main line graded; 2.5 miles spruce graded; 2.5 miles sidings complete. Standard gauge 67 1/2 lb. rail, sand ballast, roadbed, wide clearances, no tunnels. Maximum curvature 16 deg. Maximum grade, vs. loads 2.5%; vs. sidings 3.75%. This road taps timbered area of nearly 2 billion ft. mostly Douglas Fir and Sitka Spruce, with some Hemlock and Cedar, which can be reached with continuous logging development.

Both above railroads in line of an ultimate Pacific Coast Line Railway System. Yaquina Bay Terminal are ten miles by tide water below Toledo Mill.

Connecting at Yaquina terminus So. Pac. hr. Main line completed 10.8 miles; graded 1.7 mile additional; 2.76 miles sidings completed; 2.09 miles spurs completed. Engine houses, oil and water facilities, log dumps, booming ground at Yaquina Terminal. Free ample right of way. Standard gauge 67 1/2 lb. rail, sand ballast, well seasoned roadbed. Structures for heaviest loading, wide clearances, no tunnels. Maximum curvature 16 deg. Maximum grade, vs. loads 2.5%; vs. sidings 3.75%. This road taps timbered area of nearly 2 billion ft. mostly Douglas Fir and Sitka Spruce, with some Hemlock and Cedar, which can be reached with continuous logging development.

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### What Is Rheumatism? Why Suffer From It?

Sufferers Should Realize That It Is a Blood Infection and Can Be Permanently Relieved.

Rheumatism means that the blood has become saturated with uric acid poison. It does not require medical advice to know that good health is absolutely dependent upon pure blood. When the muscles and joints become sore and drawn with rheumatism it is not a wise thing to take a little salve and by rubbing in on the sore spot expect to get rid of your rheumatism. You must go deeper than that, down deep into the

blood where the poison lurks and which is not affected by salves and ointments. It is important that you rid yourself of this terrible disease before it goes too far. S. S. S. is the blood cleanser that has stood the test of time, having been in constant use for more than fifty years. It will do for you what it has done for thousands of others. S. S. S. is guaranteed purely vegetable, it will do the work and not harm the most delicate stomach.

Write the physician of this company and let him advise with you. Advice is furnished without charge. Address Swift Specific Co., 253 Swift Laboratory, Atlanta, Ga.—Adv.

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