

GOD EVENING

THE WEATHER
Tonight and Thursday, occasional rain; southerly winds.

Oregon



Journal

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PORTLAND, OREGON, WEDNESDAY EVENING, DECEMBER 31, 1904—TWENTY PAGES.

PRICE FIVE CENTS.

PORTLAND'S TAX LEVY HAS BEEN FIXED FOR NEXT YEAR AND WILL BE UNDER ONE DOLLAR ON THE HUNDRED

STRUGGLE GOES ON

Battering of Amalgamated On New York Exchange Successful.

LIST AS A RULE SHOWS SOME DECLINE

Standard Oil Men, However, Develop Great Strength and Rallyes Follow Every Sharp Break Especially in Amalgamated.

(Special Dispatch to The Journal.)
New York, Dec. 31.—This was another Lawson day on the stock exchange, and after a hard battle with the giants of Standard Oil the Boston broker came out victorious, most of the list showing a decline.

Amalgamated Copper had some violent eruptions during the day, and at one time the price showed a decline of 49. Amalgamated opened at 47 1/2, just an eighth point higher than the closing of yesterday. It proceeded up to 63 rather early and touched its loftiest point at 64.

Then something happened. The Lawson forces came upon the floor with selling orders and there was a sudden decline which carried the market to the low point—46 1/2. The market was rescued here by the timely arrival of the Standard Oil forces to put in some buying orders. This carried the price back to 64 when it was again attacked. This time it went again to near the low point, but later in the day it rallied to 65. It moved up several points later and closed around 65 1/2. Its net loss from the previous day amounted to \$2,123.

There were also considerable losses in other stocks. New York Central at the close being 11 1/2% lower around \$1.40, while Pennsylvania Railway had a ride \$1.25 lower to \$1.36. Southern Pacific showed a loss at the close of about \$1.25 and People's Gaslight was down \$1.37 1/2 at 103 1/2. Brooklyn Transit lost \$1.13 1/2 with Amalgamated Copper 59% and Tennessee Coal & Iron lost \$1.

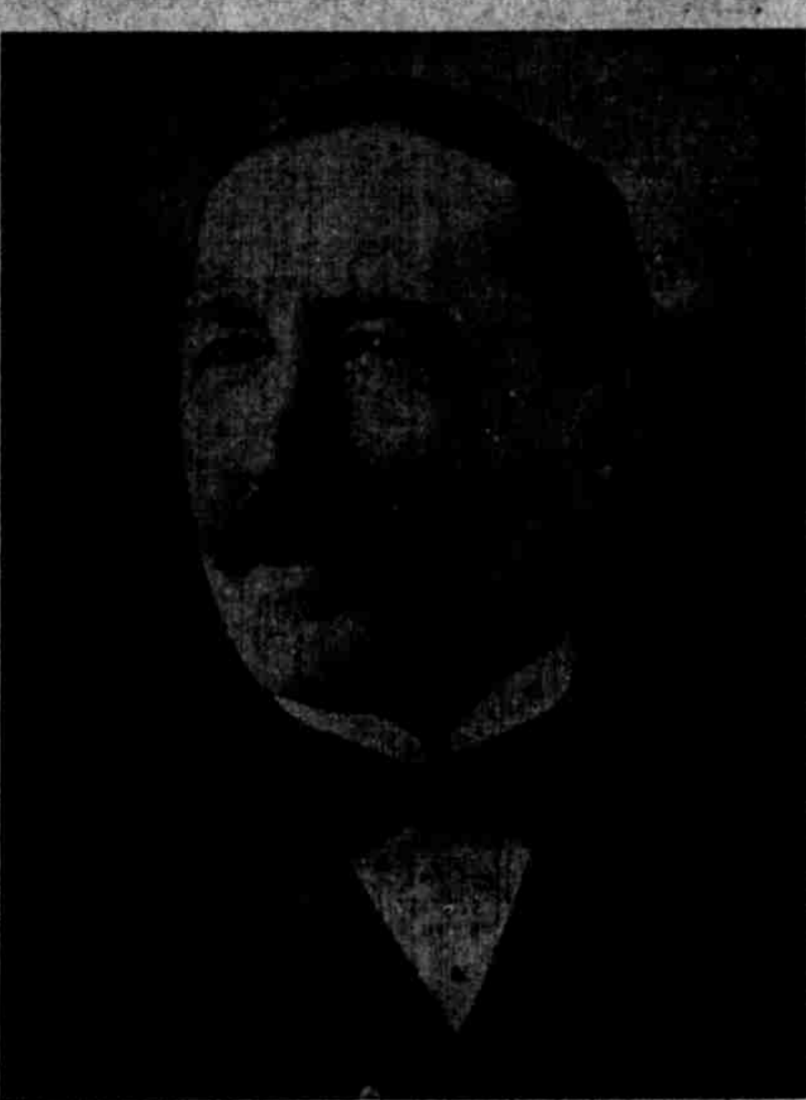
The following opinions were expressed by brokers over the private wires of Overbeck, Starr & Cook Co., of this city: Logan & Bryan—"The stock market was quite strong for a time this morning but later weakened and broke sharply during the afternoon, when it was announced that the government had recommended federal charters and federal supervision for all corporations doing an interstate business. Support was given the market and it later rallied but broke again in the last hour when it was stated that a bill governing supervision of railroad rates will be introduced into congress. Announcement of a Reading dividend was expected but was not announced during business hours so both Reading and Baltimore & Ohio were heavy. Only \$500,000 gold was taken for export. Amalgamated Copper was one of the weak features.

NEW BISHOP OF CUBA IS DULY CONSECRATED

(Journal Special Service.)
Atlanta, Ga., Dec. 31.—The consecration of Rev. Albin W. Knight, dean of St. Phillip's Episcopal cathedral in this city, as Bishop of Cuba took place in the cathedral here today with imposing ecclesiastical ceremonial. The edifice was crowded to the doors. Bishop Tuttle of Missouri the presiding bishop of the church, acted as consecrator and was assisted by prominent members of the Episcopal clergy from various parts of the country.

The Christmas Sunday Journal

Will consist of 73 pages—the biggest and best Special Number of any Christmas Edition in the Northwest. Price 5 cents a copy, in single wrappers, at The Journal office.



Ben Campbell, Traffic Director of the Great Northern Railway.

ABILITY EARNED THESE PROMOTIONS

Benjamin Campbell and James G. Woodworth Move Away Up on Railroad Ladder.

PORTLAND INTERESTED IN THEIR ADVANCEMENT

Began Careers and Climbed Together and Are Traffic Managers of Competing Lines.

Benjamin Campbell, traffic director and fourth vice president of the Great Northern.

James G. Woodworth, traffic manager of the Northern Pacific.

Official announcement of the promotions of two popular railroad men of the northwest was made at headquarters in St. Paul today. Graduates in the class of big workers from Portland's railroad row, and holding in their migrations toward fame a warm place in the hearts of a host of people here, "Ben" Campbell and "Jimmy" Woodworth's latest advance is welcome news.

"A singular coincidence is that they started railroad together in the same little town of the same field where they have now risen to great positions. They have made a circuit of most of the railway west, and return to the scene of early work near the head of two great parallel lines," said W. H. Hurlburt, president of the Oregon Water Power & Railway company, this morning. Mr. Hurlburt was associated with the men in their careers here, and gave an interesting resume of their work.

As station agent Mr. Campbell began his work on the St. Paul & Pacific, a short distance out of St. Paul. While he held this position, Mr. Woodworth entered the service there as telegraph operator. About the year 1884 Mr. Campbell came to Portland as the general agent of the Oregon Short Line, and was afterward made general freight agent of the O. R. & N. Co. Mr. Woodworth came to the coast soon afterward and was made assistant to Mr. Campbell. Later Mr. Woodworth resigned from the O. R. & N. service and became associated with E. McNeil, general freight agent of the Iowa Central, when Mr. McNeil was appointed receiver of the O. R. & N., with headquarters in Portland. He brought Mr. Woodworth here and appointed him to the position of assistant to the receiver.

When the O. R. & N. passed from the control of the receiver, Mr. Campbell was made its traffic manager and Mr. Woodworth filled the position of assistant to the president. The latter left the O. R. & N. and was for a period with the Pacific Coast company at Seattle, resigning from that position to accept that of assistant to the third vice president of the Burlington, which he held until the present time. He will step from it to the influential place of traffic manager of the Northern Pacific, with headquarters at St. Paul. Mr. Campbell was called from the traffic department of the O. R. & N. to Chicago as assistant director of traffic for all of the Harriman lines, which he will surrender Jan. 1 to become fourth vice president of the Great Northern with full charge of traffic.

Mr. Woodworth is about 40 years of age.

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STARTLING SUMMARY

Nan Patterson's Attorney Surprises Hearers by His Methods.

MAKES NO DEFENSE OF CLIENT'S REPUTATION

Declares Half Way Verdict Will Not Do and That Prisoner Must Be Acquitted or Given Extreme Penalty.

(Journal Special Service.)
New York, Dec. 31.—When the court opened this morning Nan Patterson appeared in fine spirits, and conversed in a lively manner with her father, whom she kissed on entering. Prosecutor Rand withdrew a motion to strike out certain bits of testimony which was made yesterday, the defense declining to consent. Attorney Unger made the usual motion to dismiss the defendant on the grounds of non-proof, which was denied.

Counsel Levy then summed up the case for the defense in a long, exhaustive speech. He pointed out the weakness of the prosecution's case, and spoke of the unimpaired testimony of the woman and the boy who jumped on the table.

"Either Young killed himself or he was killed by the defendant," said Levy. "You must either acquit this girl or give her the full punishment of the law."

Levy spoke of the life of the defendant and of her scarlet sin, and dramatically declared: "Were she the vilest strumpet of the street, and her soul as black as the gates of hell, she is entitled to as square and fair a trial as the sweetest and purest woman."

The defendant's counsel told of the life of Young and of his complex disposition. He said Young was a man who would naturally love two women. He had great sympathy for the widow in her bereavement, but the verdict of the jury, whatever it was, could not bring her husband back.

Levy declared that no evidence had been brought out to show that Young

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James G. Woodworth, Traffic Manager of the Northern Pacific Railway.

MODERN BUSINESS MOTTO CRUSHES OUT HIS LIFE

Former Senator George L. Shoup Passes Away in Boise City at Ripe Old Age.

END COMES PEACEFULLY AFTER STRENUOUS LIFE

A Frontiersman of Note and the Last Territorial Governor of the Present State.

(Journal Special Service.)
Boise, Ida., Dec. 31.—Former United States Senator George L. Shoup peacefully died this morning, aged 85 years, after a lingering illness. He was the last territorial governor and was first elected when the state was admitted.

He was elected to the senate in 1892 and served two terms.

George Laird Shoup, known as the "Grand Old Man" of Idaho, was born June 15, 1824, at Kittanning, Armstrong county, Pennsylvania. His early education was received in the public schools of Lick State and Freeport. After leaving school he came to Illinois with his father in 1852, settled near Galeburg and engaged in farming and stockraising until 1855.

The following year he engaged in mercantile and mining pursuits in Colorado until 1861. In September of the latter year he enlisted in the company of independent scouts organized by Captain Backus, and shortly afterward was commissioned a second lieutenant.

Shoup was assigned to the Second regiment of Colorado volunteer infantry in 1862, he was retained in the cavalry service, and the following year was promoted to first lieutenant, and in May, 1863, assigned to the First Colorado regiment of cavalry. He was a member of the constitutional convention elected in 1864 to prepare a constitution for the proposed state of Colorado. After his return to the regular army in this year he was commissioned colonel of the Third Colorado cavalry in September, 1864, and at the expiration of his term of service was mustered out in Denver.

In 1866 he engaged in mercantile pursuits in Virginia City, Nev., and established a business at Salmon City, Ida., in the same year.

From the time of his entrance into the territory of Idaho, until his retirement from active politics, he was a dominating factor in the upbuilding of the state in which he lived, being almost continuously before the public in a political way from the time he became a member of the territorial legislature at its eighth session until his retirement from the United States senate, March 3, 1891.

Politically, Shoup served in the tenth territorial legislative session, and in 1880 was a delegate to the Republican national convention, and from 1882 to 1884 was a member of the Republican national committee. He was again placed on the Republican national committee in 1888. He was appointed territorial governor of Idaho in 1885, and while holding this position was elected governor of the state of Idaho, October 1, 1890. December 14 of the same year he was elected to the United States senate, and December 29, 1894, took his seat. In March, 1895, he was re-elected, serving until March 3, 1899.

Ex-Senator Shoup was distinctly a

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CUTS THE ESTIMATES

Council's Ways and Means Committees Makes Annual Report.

ENGINEER'S OFFICE SUFFERS REDUCTION

Nothing Allowed Extra Policemen, Assessor Quoted Censured and Tax Levy Fixed at Less Than Ten Mills.

Mayor George H. Williams' estimate of expenses for 1905 suffered a severe reduction at the hands of the ways and means committee of the council, which presented its annual report this afternoon to the council on the receipts and expenditures for next year.

The city engineer's department suffered most, \$24,000 being cut from the running expenses. This will relieve a large number of the men now employed in the department, and which the ways and means committee think are entirely unnecessary.

Chief of Police Hunt's hopes of having a large force of officers for 1905 were also dashed, as the committee cut the department were reduced \$21,618, leaving only \$94,682 to carry on its work. This is only \$2,000 more than was used to run the department last year. The chief will not be able to appoint any additional officers.

Other cuts in the estimates were made which will bring the total reduction to about \$75,000, and will bring the estimated expenses within the amount of the city's public funds. The committee found that the reductions were absolutely necessary, as they could find no method for raising any additional funds. They stated the revenues of the city are not increasing in proportion to the increase in growth and population. They are admonished on the county assessor by saying that although the values of the property had increased the assessed valuation remained the same, the increase in the assessed valuation merely covering improvements.

The amount of the tax levy was placed at the limit, which is 9% mills, being 1/2 mill greater than the levy proposed by Mayor Williams.

In all probability, if additional funds can be secured from any source, the strain upon several of the departments will be relieved in the spring.

The committee consists of L. Zimmerman, H. R. Albee and D. T. Sherrill. Their report follows:

Reports of the Committee.

"We recommend a levy of taxes of nine and five eighths (9 5/8) mills on each dollar of valuation of the property assessed, the same to be apportioned as provided by section 114 of the charter, as follows:

Lighting fund 1-1/2 mills
Fire Department fund 1-1/2 mills
Police Department fund 1-1/2 mills
Street Repair fund 1-1/2 mills
Public Library fund 1-1/2 mills
Park fund 1-3/4 mills
Bonded Indebtedness Inter-est fund 3-5/8 mills
Total 9-5/8 mills

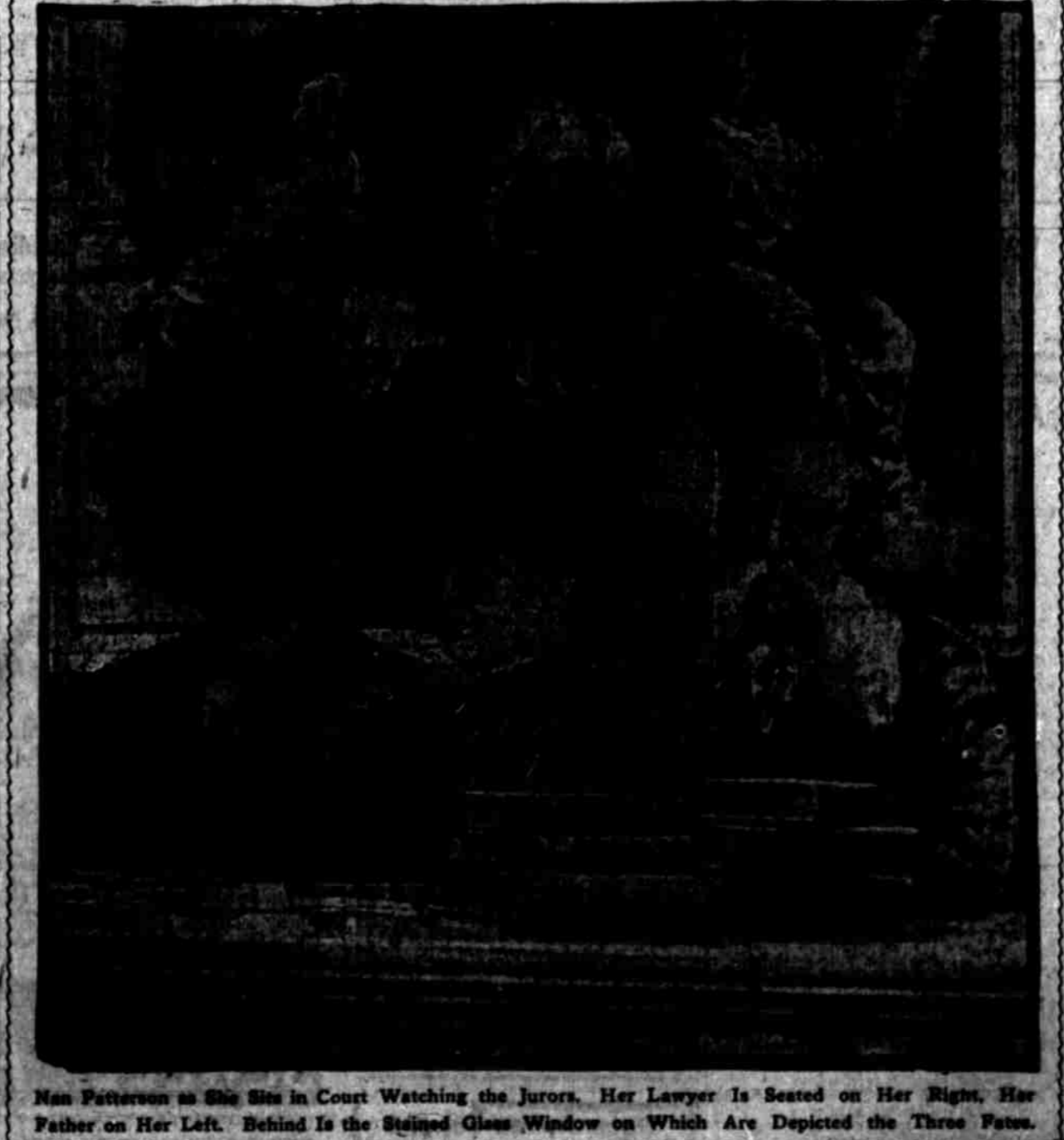
"In considering the estimates of the expenses of the several departments as recommended by his honor, we have found it necessary to reduce them to the probable income of the city. In this matter we desire to explain that we consider the recommendations contained in the budget to be conservatively within the actual requirements of the several departments in order to establish and maintain the degree of efficiency commensurate with the rapid growth of the city, and which the public service demands. We might go further and state that we agree with the original estimates prepared by the heads of these several departments as being barely sufficient for the needs of this city, and even then the ordinary expenses of government would be far

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CHEAPER TURKEYS AT CHRISTMAS, MAYBE

Prices are likely to lower in the turkey market.

- Today the receipts of turkeys were much larger than yesterday.
- The demand is not so great on account of the attitude of the large dealers in refusing to make the bulk of their purchases until the last of the week when receipts are expected to be very large.
- At present the retail price stands at 22 1/2 and 25 cents a pound for dressed turkeys.
- A statement that turkeys were selling at 25 cents a pound, wholesale, should be regarded as retail.
- The wholesale price of turkeys never goes below 20 cents a pound.
- A pound of dressed turkeys is sold at 25 cents.



Nan Patterson as She Sits in Court Watching the Jurors. Her Lawyer is Seated on Her Right, Her Father on Her Left. Behind is the Stained Glass Window on Which are Depicted the Three Fates.