

### SOUTHERN PACIFIC GAINS PROFIT CUTS RATES

#### Railroad Commission, in Affidavits, Shows Rate of Gain for 14 Years Been 1700 Per Cent; Tariffs Not Cut.

Astonishing growth in the profits of the Southern Pacific company in Oregon is shown in an affidavit filed yesterday in the United States circuit court by Thomas K. Campbell, railroad commissioner, in the suit by the Southern Pacific company against the railroad commission of Oregon.

According to the figures in Commissioner Campbell's affidavit, the Southern Pacific is fast approaching the O. R. & N. as a money maker for the Hartman stockholders. Indeed, if its rate of gain in net profits for the past 14 years—1700 per cent—keeps up, the Oregon lines of the Southern Pacific will in a year or so pay more to Hartman stockholders than the O. R. & N. This, too, in spite of the fact that the Southern Pacific's Oregon lines are merely a small part of the system and any fair statement of the profits of these lines should include credit for freight revenue obtained by the Southern Pacific main line in the long haul on freight originating in Oregon.

**Revises Class Rates.**  
 Last April the state railroad commission made an order revising the class rates on the Southern Pacific lines in Oregon. The commission says, in behalf of its order, that the system of classification in effect on the Southern Pacific is without parallel among railroads of the country in so far as the relation to each other of the classes charged under various classes is concerned.

For instance, the class rate system divides certain kinds of freight into first, second, third, fourth classes for less than carload lots and six other classes, designated carload classes and which are known as fifth class and classes A, B, C, D, and E. Uniformly, articles in the first class take the highest rate, the scale usually gradually running down.

The generally adopted ratio of charges in class rates takes 100 per cent as the charge for first class, the second class is 85 per cent of first class, third class is 70 per cent of first class, fourth class is 60 per cent of first class, and fifth class is 50 per cent of first class, the others running down to the lowest until class E is usually 20 per cent of the first class.

**Questions Commission's Authority.**  
 Although this system of charging for freight haul is universal, it is said by the commission that the Southern Pacific's Oregon lines do not follow it and that on articles shipped from Portland to points in the state, the fourth and fifth classes especially are unreasonably high as compared to the first class rates. In the schedule it ordered placed in effect, therefore, it generally accepted the present first class rate and based the rates to be charged on other classes on the percentage relation that is widely used.

The railroad instituted injunction proceedings in the United States circuit court which will be heard by Judge Gilbert, Bean and Wolverson on January 2. The Southern Pacific, in its suit, declares it cannot afford a cut in its rates and questions the ability of the members of the commission to consider the rate question authoritatively.

**Affidavits Filed.**  
 Yesterday affidavits were filed by Attorney J. N. Teal for the commission including affidavits by Commissioner Thomas K. Campbell, Commissioner Frank J. Miller, J. M. Willey, accountant for the commission, W. C. Earle, assistant engineer for the commission and J. P. Newell, engineer for the commission.

Mr. Campbell's affidavit is the longest of the five filed. In it he recounts the reasons for the commission's order revising the distributive rates out of Portland into the Willamette valley and southern Oregon and discusses the rates charged by the Southern Pacific and compares them with charges at other carriers in the same general territory. For similar service, he asserts, the Southern Pacific is charging much higher rates than other lines. For instance, he cites the O. R. & N., showing the Southern Pacific is charging more for similar service than is the O. R. & N., although the interstate commerce commission has announced it considers the O. R. & N.'s distributive rates from Portland too high.

**Business in Traffic.**  
 He quotes the testimony of Traffic Manager R. B. Miller of the O. R. & N. at a previous hearing to the effect that a material and different basis of rates should not be observed on the Southern Pacific than on the O. R. & N., the conditions being the same.

Showing the enormous increase in the value of the traffic handled by the Southern Pacific since 1896, when the rates now in use on the Southern Pacific were placed in effect, Mr. Campbell says the mileage in 1896 was 654 and in 1910 is 654, a gain of slight importance. On the other hand the passenger revenues have increased from \$326,894 to \$4,443,283 and freight revenues have increased from \$716,416 to \$4,069,351, while the net income increased from \$337,823 to \$4,133,413. The ratio of total operating expenses to operating revenue is 52.2 per cent.

**Comparison Made.**  
 Reducing the comparison between 1896 and 1910 statistics to passenger basis, Mr. Campbell says, using in each case 100 as the percentage for 1896, that the mileage operated in 1910 is 104 per cent; passenger revenue, 642 per cent; freight revenue, 588 per cent; total operating revenue, 653 per cent; operating expenses, 344 per cent; net income, 1740 per cent; cost of road (book value), 111 per cent; traffic density, 520 per cent; average receipts per ton mile, 99.1 per cent; freight earnings per train mile, 319 per cent; average number freight cars in train, 208 per cent; average number loaded freight cars in train, 221 per cent; and average number of empty freight cars in train decreased to 76 per cent.

### GRACE MAY HAVE GONE TO DEATH IN CRATER LAKE

#### Last Hope Has Been Abandoned by Searchers for the Lost Aviator—No Trace of Aeroplane Discovered.

(By the International News Service.)  
 London, Dec. 24.—The last hope has been abandoned by the searchers who are sweeping the British coast and the North Sea for Cecil S. Grace, the English aviator who made the trip across the English channel as far as the Belgian frontier, and has not been seen since he started to recross the channel from Calais to Dover.

It was rumored tonight that the crew of a fishing boat had seen the aviator fall into the North sea, but the telegram sent to all points all along the coasts of Belgium and Holland were all answered to the effect that there was no news of the aviator. There is no confirmation of the report that an airship without a passenger has been picked up in the North sea.

**May Have Been Picked Up.**  
 There are some friends of Grace who find encouragement in the belief that he may have been picked up at sea by a vessel outward bound to a distant port, but this is considered unlikely.

The most plausible theory of his disappearance is that he lost his bearings in the fog and instead of approaching Dover, bore off over the Goodwin Islands, a range of shoals at the southern end of the North sea.

Quick sands stretch for 10 miles along the coast about half a mile from shore and it is there that it is feared Grace met his death.

**Every Effort Exhausted.**  
 Every effort to find him has been made. Automobiles have traversed every foot of the coast and torpedo boats have explored the waters with wireless and searchlights.

Grace, it is believed, did not have a compass. He is said to have disregarded advice to take this precaution before starting.

The case threatens to become the first one in which the absolute disappearance of an aeroplane figure. The fact that the name of a missing pilot is on the list of five or six hours flight, has made the complete disappearance of an aviator almost impossible.

### LIVES ON RAW MEAT FOR MONTH

#### Coeur d'Alene Prospector in Lonely Cabin, Ill, Too Weak to Cook His Food.

(Special Dispatch to the Journal.)  
 Spokane, Wash., Dec. 24.—With icicles and raw meat his only sustenance for nearly a month, Patrick Keegan, a Coeur d'Alene prospector and miner, is in a most critical condition and near to death in his lonely cabin on the west fork of Nine Mile creek, near Wallace, Idaho. All this time Keegan had been alone suffering from typhoid.

George Keller, an old friend of Keegan's, called by chance at Keegan's cabin early this morning and found the host so weakened from disease that he was unable to go to a nearby spring for water or cut wood for fuel with which to cook his food.

During the forest fire last August Keegan headed a rescue party to the Bullion mine and was successful in rescuing a party of fire fighters entombed there. Throughout the three weeks he had been sick Keegan had lived on raw bear and deer meat that hung within his cabin. A party of friends with a litter went to West Fork this afternoon to take Keegan to a Wallace hospital.

**Animals and Birds.**  
 "Greater numbers of both bear and deer have been seen in the park during the past summer than during any previous season; it is therefore believed that both of these species of animals are increasing in the reserve. A good many pine martin, fisher, and timber squirrels have been seen, and since trapping has been prohibited in the park it is reasonable to believe that they, too, are increasing.

**Wet Income Kept Low.**  
 According to Mr. Willey the railroad charges as much of its repairs and improvement work as it can to operating expenses, thus keeping the net income a much lower figure than it should actually have. He says that during 1899, 1900 and 1901 additions and betterments amounting to \$295,215 have been charged directly against the income account of the Oregon & California, while in 1890, 1894, 1897 and 1898 the amount reached a total of \$282,303.

Light rails were superseded by heavier ones, fish plates were superseded by continuous joints, the old style small wheels replaced by larger ones, ties were burnitized, bridge timbers were reconstituted—the amount of the last item alone amounting to \$197,331, but all these improvements were charged to operating expenses. Until June 30, 1910, all new structures and improvement work costing less than \$300 was charged to operating expenses. The limit is now fixed at \$200.

### DESERT SOLDIERS GRAB CATTLE LARGE PARK AREA

#### Superintendent, in Annual Report, Says They Are Needed as Scouts, Game Wardens and as Fire Fighters.

In his annual report for the year just ending, W. F. Arant, superintendent of the Crater Lake National park, recommends that a company of United States soldiers be detailed to duty in the park during the season of 1911 to act as scouts, game wardens, fire guards and for general duty.

He recommends to the secretary of the interior at Washington, D. C., further, that the patented lands in the southeastern corner of the park be purchased by the government, that the boundaries of the park be extended west and north so as to take in sufficient territory on the western and lower slopes of the Cascade mountains for a game preserve; that Crater lake be stocked with the small brown crawfish for fish food, and that Upper Anna creek, East Anna creek, Sand creek and Castle creek be stocked with eastern brook trout.

**Three Wagon Roads.**  
 The report states that there are three wagon roads in the park—one running from the south line of the park, a distance of eight miles, to the superintendent's headquarters; one from there for five miles to the rim of the crater, surrounding the lake, and one from headquarters running for seven miles in the direction of Medford, Or.

These roads should be widened and straightened, according to the report, and the government should make provision for sprinkling the park during the coming season. The cost of such improvement would be nominal, in comparison to the benefits received by the traveling public, says Superintendent Arant.

He asks for two temporary rangers to guard the forest of the park with the permanent ranger now there. He thinks that the ranger stationed there now should have assistance at least during the summer months and until the end of September each year.

**Number of Visitors.**  
 "During the season of 1909 the number of visitors in the park, reads the report, as shown by the government register, was as follows: June, 493; July, 774; August, 1,250; September, 984; total, 4,171. If a reasonable allowance is made for persons not registered, it is safe to say that during the season there were at least 5,000 persons in the reserve. Comparatively few persons came in and went out on the same day, and very few camped in the reserve more than one night; by October 1, 1909, the travel in the park was practically ended for the season.

"During the season of 1910 the travel in the park appears to be about the same as during 1909, although the government register does not show that there were quite as many names registered, the number registering this year being 4,171.

"To August 24 the number traveling in the park was fully equal to that of any previous season, but at this time the forest fire situation became so alarming and dangerous in the mountainous sections of the park that for a period of two weeks or more there was scarcely any travel in the reserve.

"Another reason that the registration does not run as high as it should is the very limited ranger force, for having the forest fire to contend with in addition to many other duties many in the park were not called upon to register.

"If due allowance is made for all persons who from one cause or another were not registered, it would be a conservative estimate to place the number in the reserve during the season of 1910 at 5000 persons.

**Patented Lands in Park.**  
 "There are approximately 1327 acres of patented lands in the southeastern corner of the park. These lands are mainly timber lands, and, so far as known, there is no one living permanently upon them within the limits of the park, but there is a possibility that there may be summer homes built upon some of them in the near future.

"The situation in regard to these patented lands is about as it was a year ago, excepting that there is now and then a tract of it going into the hands of some timber speculator. There are 1121.11 acres of unprotected bona fide claims.

"I cannot urge too strongly the acquisition of these lands by the government."

Few persons realize that an enormous amount of the precious metals and even precious stones, such as diamonds, are used in the manufacture of telephone apparatus. In a single year one company uses upward of a ton of platinum for this class of apparatus alone. And platinum costs 90 per cent more than pure gold, demonstrating that this expensive metal would not be used so extensively unless justified by it.

A calorimeter, the unit of heat measurement, is that quantity of heat required to raise the temperature of one gram of water one degree centigrade.

### BELIEVES IN PROFIT SHARING



George W. Perkins of the firm of J. P. Morgan & Co. of New York City, who is to retire January 1, after being with the firm 10 years. Another member who will retire will be Edward F. Whitney, who says he will give up active business. Mr. Perkins, in his statement, said: "I am withdrawing from the firm for the purpose of devoting more time to corporate work and work of a public nature in which I am deeply interested. In continuing my relations with the industrial and other business organizations with which I am connected I hope to find further opportunities for extending the principles of profit sharing and other benefit plans in which I have long been interested and which experience shows offer a practical solution of some of the difficulties existing between capital and labor." It is also said that Mr. Perkins will be elected to the vacant trusteeship of the Equitable Life Insurance stock owned by J. Pierpont Morgan, which carries with it control of the Equitable Life Assurance Society. He will be the successor of the late Grover Cleveland.

### CARD SHARPS FLEECE BRITISH FUNCTIONARY

(United Press Leased Wire.)  
 London, Dec. 24.—While enjoying the Christmas holidays, Rt. Hon. Angus Birrell, chief secretary to the lord lieutenant of Ireland and a member of the British cabinet, lost \$1,250 in cash and a large amount of valuable jewelry to an international gang of "confidence men." Birrell was en route from Calais to Paris to spend Christmas, when he fell in with the sharpers. He reported his loss to the police.

Birrell is an object of great animosity of the suffragettes and tonight was pointed out by the "Birrrell" was born in 1850 and was old enough to have known better.

Attached by means of a rubber sleeve and collar is a mouthpiece for milk bottles which has been invented by an Alabama man.

### HAWTHORNE LIFT CHANGES WILL BE PUT UP TO CITY

#### County Court Will Call Mayor's Attention to Report Alleging Defects—Builders Urge Consideration.

A word of caution is given by the builders of the Hawthorne avenue bridge to the city and county authorities in regard to the proposed changes in the electrical mechanism suggested by W. F. McKenney, electrical and mechanical expert, who inspected the structure last week. The caution, they urge, is not to act hastily in making the changes and that none should be made without a thorough test of the bridge and consideration of the alterations.

In his report filed yesterday with the county court, Mr. McKenney suggests that the electrical mechanism operating the lift span be changed for another type of machine. He further recommends that some device be installed which will allow the operator to manipulate the brakes manually as well as electrically.

With the present arrangement, the mechanism is so constructed that the power is shut off five feet before the span reaches either the top or bottom. This is a safety device. It is especially against changing this feature that the builders give emphasis.

County Judge Cleston stated last evening that he would file a copy of the report made by Mr. McKenney with Mayor Simon, and ask that the changes suggested be made by the contractors.

The bridge was accepted upon the understanding that the company would make any changes or remedy any defects found later, said he, "and we feel that there are several minor changes necessary. We have asked that heating facilities be installed in the operator's and watchmen's rooms, and that iron be placed on the sides of the bridge where vehicle wheels are liable to strike."

The need of service necessitated the hasty acceptance of the bridge, but Mayor Simon, County Judge Cleston, C. K. Allen and D. C. O'Reilly, the two latter representing the builders, agreed that the bridge would be completed satisfactorily to all parties before it was finally taken off the hands of the builders.

Numerous garage fires have shown that automobile tires, after they have been hardened by contact with mud and water, practically are fireproof.

The soil turned up by ants in making their nests in some portions of Central America is mixed with water and made into bricks by the natives.

### CHRISTMAS MAIL DELIVERY DELAYED; ECONOMY BLAMED

#### Complaints From Postoffices Country Over Charge Secretary Hitchcock's Methods With Crippling Service.

(United Press Leased Wire.)  
 Washington, Dec. 24.—Uncle Sam sadly failed Santa Claus in his Christmas duty of transporting presents by mail, according to complaints from postoffices all over the country, now being received here at the postoffice department. Nearly all sections of the country are complaining of delay in receipt of Christmas packages.

No official here today could point out definitely the reason for the unusually large number of complaints but in the main Secretary Hitchcock was blamed for an excess in the direction of economy, a retrenchment which, it is said, crippled the service. The flood of holiday mail has surpassed that of any previous Christmas tide and conditions are the worst ever encountered by the service.

**Extra Help Dispensed With.**  
 It is conceded that the difficulty lies with the railway mail service. Usually a large force of extra clerks is added during the holiday rush, but Superintendent Vicky of the service tonight states that this year they had tried the plan of doubling up the shifts of men already employed and had taken in only a very few extra men. He said the service was doing its best under the circumstances.

Naturally no postoffice official voiced a criticism of the "economy system" but it was hinted that equipment had been stunted this year, and the congestion was a natural outcome.

### GENERAL KEIFER IS AN ANGRY MAN

#### He Gets Box of Flowers; Tender Message Reads: "May He Rest in Peace."

(Publishers' From Leased Wire.)  
 Washington, Dec. 24.—General Joseph Keifer is an angry man this Christmas, all because some of his colleagues played a rather mean joke on him. Received a huge box of flowers addressed to General Keifer was delivered in the house. On top of the box of American Beauty roses was a card announcing that the roses were from some of the general's old friends in Ohio.

"There," said the general, proudly, as he lifted the roses from the box. "I may have been defeated, but by George, it gives a man some satisfaction to be remembered by his friends in this fashion."

"There seems to be some tender message for you in the flowers," said a member of the committee, examining the bottom of the box.

The general picked up the box and read the inscription within which read as follows: "May he rest in peace." Back to the box went the flowers, out the floor went the card and out of the door swiftly went the general.

### REBELS TEAR UP RAILS AND LEAVE TROOPS STUCK

#### Diaz Unable to Reinforce Distressed Forces in Chihuahua—Rebels Well Supplied and Well Officered.

(United Press Leased Wire.)  
 Washington, Dec. 24.—Code dispatches tonight from Juarez, Mexico, tell of the destruction of every bridge south of that city by revolutionists. Railroad tracks also have been torn up and two trains have been stopped and forced to turn back.

It is declared that it will now be impossible for President Diaz to send any of his troops to reinforce those now engaged in almost daily battles with the rebels in the vicinity of Chihuahua. Revolutionists predict it will be a matter of only a few days before all the government troops in the battle zone will have been killed, taken prisoners or forced to desert their own standards for those of Madero, who is in personal command of a large force of his followers.

Reports from Mexican officials to the effect that the revolutionists are poorly equipped and badly trained and without competent officers are strenuously denied here tonight. On the contrary, it is claimed the revolution is gaining followers every day; that in addition to the vast fortune of Madero funds are being secretly provided by several wealthy Mexicans not generally supposed to be in sympathy with the movement, and that the field officers are of military experience and noteworthy for bravery.

### CHRISTMAS IN PRISON FOR INSPECTOR M'CANN

Chicago, Dec. 24.—Former Police Inspector Edward M'Cann, convicted of taking money for police protection of vice in the west side district, over which he presided, will spend his Christmas in jail. M'Cann surrendered to the sheriff today and was locked up in the county jail. Tonight he will be taken to Joliet and entered in the prison Wednesday.

An appeal to the federal court will be made after M'Cann enters upon his five-year sentence.

M'Cann wept after the jail doors had clanged behind him.

"I was going to be Santa Claus in my own home tonight," he said, "but the law has interrupted my plans. I threw my Christmas tree into the back yard, kissed my wife and boy, both of them sick, goodbye, and here I am. My Christmas dinner will be a jail dinner."

"It's pretty hard. My boy, only 6 years old, is dying of rheumatism of the heart. My little girl will be just a year old tomorrow. She was our best Christmas present last year and we had planned a year ago a jolly celebration for tomorrow. It was all for the baby and the boy."

"They might at least have let me spend my Christmas at home."

**Reappointed Trustee.**  
 (Salem Bureau of the Journal.)  
 Salem, Or., Dec. 24.—Representative Lloyd T. Reynolds of Marion county was yesterday reappointed trustee of the State Horticultural society for a term of two years.

China raises just about one-half of the world's tea, the annual production of which is estimated at 1,300,000,000 pounds.

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LADIES' and MISSES' MAN-TAILORED SUITS at

## ONE-HALF PRICE

Every one of our Ladies' and Misses' Man-Tailored Suits, in fancy mixtures, are placed ON SALE at following prices:

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