THE OREGON DAILY JOURNAL, PORTLAND, FRIDAY EVENING, FEBRUARY 24, 1911.



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dual calamities.

Cross, Washington, D, C.

will do the most good.

Are Opposed to Increase, Governor Leaves Matter to Commission.

(Special Dispatch to The Journal.) Salem, Or., Feb. 24.-On the ground that the people at the election in no unertain terms expressed themselves as being opposed to the increase of the salaries of all the circuit judges from \$3000 to \$4000, the governor has filed go a glimmering the hopes of all the judges in Oregon for an additional \$1000 a year except those in Multnomah county who are paid an adlitional compensation by the county of Multnomah.

The governor is inclined to leave all matters with the commission rovided for by the legislature and believes if this commission will recomid to the legislature that an increase in the salaries of the circuit judges be made he may be willing to accede The governor takes the this view. The governor takes the same stand as relating to revision of the prosecuting attorney districts and the proposed law granting every county its own prosecuting officer, which was vetoed by the governor this mornwas ing.

#### Explains Attitude.

The message covering the bill in-creasing the salaries of the circuit indges follows:

"Through this bill the salaries of all the circuit judges, except those of the Fourth judicial district, would be in-The people at the last eleccreased. tion, and in no uncertain terms, placed themselves on record as being opposed to any such increase, and it not for me to consent to the circumvention of their wishes through any act of the legislature. Inasmuch as the people have gone on record as being against such an increase, and as it will result in throw-

ing additional burdens upon the taxpayers of the state, I believe the legislature should have provided for the submission of the measure to the people for their approval or rejection. The legislature has authorized the

appointment of a commission for the purpose of studying our judicial system and making recommendations as to its revisions to the next legislature, and the said commission will no doubt, when making its report, make some recamendations as to the salary of our judges. In view of this, it seems to me that no harm can come from postponing this matter until the said commission makes its report."



In View of Fact That Voters Death of 2,500,000 Natives Hearing Has Exhausted Subiect, and All Have Square Is Predicted Unless Help Is **Deal: Roads Themselves** Sent at Once: What Red Will Benefit Vastly. **Cross** Is Doing.

Recent advices from China indicate (Copyright 1911 by the United Press.) Boston, Feb. 24 .-- Louis D. Brandeis, that conditions in the famine district are as bad as have been rumored and the lawyer to whom presentation of are growing worse as days go by, says the shippers' case to the Interstate Com-a news letter issued by the American merce commission is declared to be Red Cross. Two and a half million Chi- largely due that tribunal's decision the bill today with his veto. With it nese will die for the want of bread if against higher freight rates, today ridi-es a glimmering the hopes of all the assistance is not rendered immediately. culed the assertion that the roads would This number comprises nearly the entire fight. He added: population of the northern part of the provinces of Kiang-Su and Anhul.

"I do not believe the management of any enlightened railroad will fight the The famine in China is the direct redecisions against the rate increases, after the full and fair hearings before sult of the great floods which inunmer, ruining the crops. Consequently The question has been considered for dated the provinces mentioned last sumwas no harvest and the supply of six months and all have been given food on hand was not sufficient to sus-tain the people of these sections until the proposed rates.

BRANDEIS LAUGHS

AT ROADS' THREA

the next harvest. In fact, unless prompt "The decisions were based on evi-ald is rendered there will not be a next dence and the opinion of the commisharvest, as the Chinese will eat the seed sioners was unanimous. That opinion instead of planting it. During the first so far as it has been given to the pub-days of the famine mothers endeavored lie shows that the subject has been to sell their bables to provide food for carefully considered and that the dethemselves and save the children from cision of the commission was inevitstarvation. Now they are trying to give able.

Roads Will Be Benefited.

the children away in the hope that those. "I do not believe there is any justito whom the bables are given will be able to feed them. Along the banks of fication for the slump in the stock market today. On the contrary, I think rible calamity are living in mud and that railroads like the Reading will the Grand canal the victims of this terfinally conclude that the decision of their heads, hoping against hope that they may exist until boats bearing the staff of life amount of the interstate Commerce commission will lead them to a brighter future. staff of life come up the canal to re- ber of so-called railroad defeats have been but avenues to greater prosperity.

Writing from Hwat Yuan, via Nan- It will also be remembered that when king, E. C. Lobenstine of the Ameri- the commerce law made conditions can Presbyterian mission, describing the more stringent, nothwithstanding that conditions which exist in the country the roads had been beaten, the abolition immediately about Hwai Yuan, says: of rebating was really a great step "The magistry of Hwai Yuan has an forward. Likewise, the railroads when estimated population of 300,000 persons. they were forced to abolish passes made The number of famine sufferers-those a distinct gain without a single disadwho must be relieved or die-in this vantage.

"Then the roads were forced by law, magistry alone amounts to approximately 200,000-70 per cent of the en- after a long contest, to apply safety population. Last year the flood devices to their cars. All will admit was the worst here in many years, and that this reform spelled a great gain the crops were poor. The wheat suf- in transportation. The roads considered fered from drought and only one third the limitations of their employes hours was saved. This year about half of the of labor a heavy burden, but the most wheat was harvested, but in the region enlightened railroads rejoice now with north of Hwai two tornadoes and then the community over that step to prothe flood carried away practically cure proper and safe conditions. Eailways Must Holp Themselves.

everything. "The need here is great, and the con-"Nothing has so aroused the American dition of the poor is as serious as that people against the railroads for years

in other parts. Reports come in daily as the attempt at raising rates. The of people dying of starvation. The poor decision of the commission undoubted who have children are trying to sell ly will be followed by efforts by enthem, but even they will not sell for a lightened railroad managers to have pittance. Help is needed at once. As the roads help themselves. This is soon as the real cold and wet weather bound to result in immense improvesets in the death rate will increase ments and economies in operation and greatly. management. These will secure to the

"One million people are dependent on roads the cooperation of the American outside relief, and these will die of people, starvation if relief is not given and they "I d "I do not believe the railroad im are kept in this region. Five months provements will be curtailed or that must be counted on, and a family can-not exist on less than one cent per head, employes will be reduced. On the con-

creases. "We asked 'the roads to con fer, and only when this was refused did we seek the injunction that has resulted in this victory."

Traffic Manager Barlow of the Chicago association of commerce said: "I believe the decision is justified from the showing made by both sides in the rate hearings."

"I think it is a fair decision," said William Haynie, counsel for the Illi-nois Manufacturers' association. "It is a victory for the shipepra, but really a greater victory for the consumers, who actually pay the freight." TO TAKE APPEALS

Will Keep Bunning, of Course.

What the railroads have to say of the decision is contained in the fol-lowing expressions by their heads, tele-graphed here today from all over the ountry:

President Louis W. Hill, Great Northern-We will keep on doing business, but not much will be done in the way of improvements for extensions. President W. C. Brown, New York

Central-We will not announce our pol-icy until our attorneys have an opportunity to digest the commission's reasons for vetoing the rate increases. President W. W. Finley, Southern rall--The question is of the broadest roadand will not be dismissed at a moment'

notice. We will appeal. President Daniel Willard, Baltimore & Ohio-There is only one thing to do That is to make effective Louis W Brandels' efficiency system. We must buy less material and pay less for what

we get if we are to keep going. President George S. Baer, Reading railroad—It is a great blow to the railroads. I can't see how some of them

are going to get along. Vice President E. W. McKenna, Chi-cago, Milwaukee & St. Paul-If the railroads had not anticipated substantial

increases in rates, wage advances to employes would not have been granted. The decision is most surprising. General Counsel Chester Dawes, Bur-

lington railroad-The railroads believed they would be given sufficient advances in rates to produce reasonable returns. Third Vice President William A.

Gardner, Chicago & Northwestern-We will continue to seek permission to make increases in rates.

General Manager Webber, Canadian Pacific-The decision affects Canadian as well as American railroads. We shall now find whether conditions can be worse than they have been for five years.

#### Eistory of the Bate Cases.

The Western Trunk Line association filed rate increases with the interstate R. Wheeler, manager of the traffic bucommerce commission in the spring of reau of the Merchants exchange and 1910. Shortly afterward the eastern roads, those in the so-called "official classification" territory, filed advances. Shippers protested to Washington and the government filed suit against the trunk line roads under the Sherman law, charging conspiracy in restraint of

trade and secured a temporary injunction, at Hannibal, Mo. Shortly after-ward, the railroads' representatives called on President Taft and by agreement withdrew advances, pending the this time, because the rate question out passage of the railroad regulation bill, then before congress, while the government withheld prosecution of the suit. After the law was passed, the suit was would have been warranted in increas-dismissed by the government and the ing their rates. Now they have not

der the new law the interstate commerce undoubtedly a fair one." will be published, with the sanction of the state and under state authority.



Photograph showing how the cofferdam is being built around the sunken tleship Maine in Havana harbor. In the foreground can be seen one of the cylinders, 20 of which are being built around the sunken ship, in a manner resembling an egg. When they are completed, they will be made air tight and the water inside pumped out, exposing the wreck. In the rear the immense pile driver which is used in driving the steel columns into the mud and clay for the cylinders, can barely be noticed.

"The action of the Interstate Comcommission promptly suspended the merce commission in denying advances rates, pending investigation as to their fairness. The suspension has been proof rat s in eastern and western cases onged from time to time, while hear- will undoubtedly have a great influence ings have been held at Chicago and on local rates throughout the United Washington. Final decision against the States," said State Railroad Commission-States," said State Railroad Commissionincreases in rates was delivered yester-day, the opinion being delayed until afer Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general mave by roads ter the stock market closed

## PACIFIC COAST EXPERT SAYS DECISION VICTORY OVER EXTORTIONERS

#### (United Press Leased Wire.)

San Francisco, Feb. 24 .-- "A triumph against extortion," was the way William

recognized as the foremost railway rate expert on the Pacific coast, referred to the Interstate Commerce commission's decision in refusing to allow the rail-

(United Press Leased Wire.). Washington, Feb. 24.-Progressive roads to increase their rates. "The decision," said Wheeler, "Is a nembers of congress declars the Interglorious victory for the people and for state Commerce commission's decision forbidding the advance in railroad rates the shipper and consumer, who has to is the greatest victory ever won by the people. The decision, they point out, is based upon a section of the commerce pay the freight. The decision is of particular interest to Californians at here is about to be investigated. If law, passed last year, which places upthe commission had allowed the inon the railroads the burden of proof that their proposed advanced rates are creases the Pacific coast railroads reasonable.

claims."

All Good Roads Bills May Be Vetoed: Agreement Reached on Other Measures. Or., Feb. 24 .--- The gov-Salem, will undoubtedly veto all the roads measures, as they good have been found by the friends of the measures to be unsatisfactory. The state ald measure carrying an appropriation of \$340,000 will be the road measure to meet the governor's ax before 5 o'clock this evening. By the veto of this road bill and the university appro-

\$515,000 SAVED

AT ONE STROKE

priation there will have been saved to ... the taxpayers \$515,000 at one stroke as it were, or more than half a millio follars by the veto of these two bills An arrangement has been reached between the governor and the officers of the naval militia by which they have agreed to sign a waiver to the use of \$10,000 of the \$25,000 appropriated for the naval militia. The governor will allow the measure to become a law if the officers of the naval militia will agree not to use more than \$15,000 of the sum appropriated.

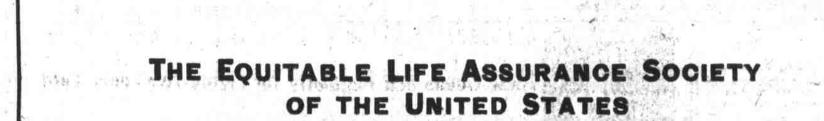
A similar agreement has been reached n regard to the bill creating a state immigration agent, except that none of the \$15,000 appropriated by the legis-lature is to be available for the use of the said agent. The agent is to gather information regarding opportu-nities in Oregon, but the funds for this work are to be subscribed.

# THIN FOLKS MADE FAT

Good, healthy flesh can only be gained by the use of the proper food, together with natural action of the organs of assimilation. Nine people out of ten in order to weigh as much as they ought and be perfectly healthy, should use Sa-mose, the great flesh forming food and health restorer. Weigh yourself before commencing to use these little tablets, and see how your weight increases from

week to week. Samose does not contain a particle of starch or pepsin, nor is it any, nauseating preparation, such as is usually rec-ommended to make people fat and which does not build up good healthy tissues. Samose has valuable flesh-forming proparties, tones up and strengthens the whole system, helps the food that is eaten to be assimilated in a natural manner and absolutely restores health to all the organs.

If you are not perfectly satisfied with the results from Samose, Dr. Howard Co., will return your money without any quibbling. Woodard, Clarke & Co. have the agency for Dr. Howard's Sa-mose in Portland.



So Believes Governor West, Who Vetoes Bowerman Bill -Five Other Measures Get the Axe.

(Special Dispatch to The Journal.) Salem, Or., Feb. 24.—Governor West has vetoed senate bill 54 introduced by Senator, Bowerman which was intended to strike at state officials who might be interested in supplies to be sold to the

The governor says in affixing his veto to this bill:

"In my opinion the provisions of the law are already sufficient to protect the state and local governments from injury by reason of public officers having a possible interest in furnishing supplies to the state. Under this bill, if one share of stock in a farmer's fruit union or company should happen to be owned by a member of the legislature, or any state officer drawing a salary, that company would be prohibited from sell-ing a box of apples to any state instituand under most drastic penalties.

"I respectfully submit that the bill is too far reaching to be for the best interest of the people in the purchase of ed herewith return this bill with my

#### More Expense Eliminated.

Senate bill 156, by Senator Barrett of Washington, adding about \$1900 additional expense to the conducting of the district attorney's office in the Fifth judicial district, comprised of Columbia, Clatsop, Clackamas and Washington countles, was vetoed by the governor this afternoo

Senate bill 217, by Senator Calkins of Lane county, providing a different rule for bringing actions against corporations met up with the governor's ax for the reason that the governor could see no reason for making this discrimination whether it be in favor or

against the corporation. Senate bill 43, by Senators Burgess and Hawley, creating a live stock samtary board and appropriating \$50.000 for the eradication of disease among stock is vetoed and adds largely to the total of appropriations cut down by the governor. The governor says that the interest of the taxpayers demand that this bill do not become a law at this time though there may be merit to the bill

### Warner Land Bills Vetoed.

Senate bill 236 by Senators Bean and been placed on Inspector Guth of the Calkins of Lane county, increasing the streetcar company by four witnesses cost of conducting the office of the that have given evidence before the prosecuting attorney in the Fourth pros- Oregon railway commission. Guth couting attorney district about \$1200, places the blame on Motorman Fredwas vetoed. Representative Thompson's house bill fied say they heard Guth order Fred-

1239, confirming the title to certain al-leged awamp lands in Warner valley, was also vetoed this afternoon for the reason, the governor holds that the bill will not accomplish what it was held out to accomplish, but will only serve to make conditions more complicated in that celebrated land case.

The present session of the Massa-nusetts legislature in all probability all pass a law providing for compen-ating workmen for injuries received in workmen for injuring for compen-workmen for injuring received in urse of their employment, A spe-sommiasion created to investigate ibject, has prepared a tentative

per day, if for that. "We are eagerly hoping for help from the Red Cross society." This statement only gives an idea This statement only gives an idea

of the conditions in one portion of the be sure to produce, as in other branches of industry, higher wages." To a correspondent Miss Boardman, of the American Red Cross, stated:

"The plague is creeping southward to-ward this famine district. It has rayaged Manchuris, and thousands of ref-ugees who have fied to Chefoo, in Chantung province, have carried it there. Hundreds of deaths occur daily. The frozen ground prevents the burial of the

urgent appeal to our people to aid

China, which is suffering from these

money can be sent to the American Red

through the state department, thus in-

Bridge Hearing Exonerate

Motorman,

Responsibility for the wreck of a

Hawthorne avenue car at the east end

of the Hawthorne avenue bridge, has

Contributions

dead and long rows of coffins lie on the roadside. American Consul-General Wilder, at Shanghai, cabled to the Red proposed advances in freight rates. The

appeal will be made to the court of commerce before March 10, and an in-Cross that people stricken with this junction to nullify the decision of the plague die within a few hours, and that commission will be asked. By this t is of so fatal a nature no one ever method, the railroads believe, it may be recovers. The people have at last conpossible to obtain a reversal of the sented to cremation, and several thousand of these bodies have been buried. "The Red Cross has sent from Manila commission's findings. Action must be taken before March 10, because the commission, in its decision, announces Dr. Richard Strong and Dr. Oscar

that unless the tariffs were withdrawn Teague, plague experts, to aid the it would itself fix the rates for two Chinese government to fight the spread it would of this fatal pestilence. It is now only years. Authoritles are not agreed as to about 150 miles from the provinces in whether or not the commerce court has which the famine exists, and if it ever reaches there the result will be appail. the power to enjoin the interestate comng." President Taft, as president of the relying on favorable opinions by some of their lawyers, have determined to American Red Cross, has sent out an

make the attempt. Supreme Court Belied Upon.

MAKE APPEAL TO

(Continued from Page One.)

COMMERCE COURT

One of the leading railroad attorneys here today voiced the determination of the big traffic systems.

If the people of America desire to "We will carry the case to the United help these sufferers in China they must States supreme court," he said, "if the public supplies, and for the reasons statan injunction against the interstate commerce commission and the commerce all remittances to China by cable, suring safe passage of funds from the giver to the beneficiary and the speedy court as well. We will produce evidence showing that the increased rates asked are necessary to enable us prop erly to conduct our business." application of such funds where they

Opinions by the legal lights for the government are that the legal obstacles the railroads can erect may indefinitely delay the effectiveness of the interstate ommerce commission's decision.

Effect on Parties Interested. Elation of shippers, the entire country over, and corresponding dejection of railroad managers are expressed today in the telegrams that are pouring in here as comments on the decision. Attorneys for the railroads say the commission has dealt a blow at the very vitals of the railroad industry. The decision prevents increases in Four Witnesses in Hawthorne rates from becoming effective for two years after March 10. By it freight increases totalling over \$25,000,000 annually have been forestalled. The railroads had expected that the

decision would be a compromise, per-mitting an increase in rates on some of those commodities in which traffic is heaviest.

#### Brandels Gredited With Victory.

To Louis Brandeis, the Boston lawyer who argued the case for the shippers, is given credit for the victory. Brandels contended that the increases ordered by the railroads of the country and suspended by the Interstate Commerce commission following the receipt of complaints, were not only unnecessary but were due to plain human

The decisions of the Interstate Commerce commission were written by Commissioners Lane and Prouty. They cover 128 closely printed pages.

Threats by Railroads. "It is a people's victory." is the gen-eral tenor of expression from the ship-pers, while the railroad heads threaten

Boone and several others were injured. Vivian Foster, 465 Tacoma avenue; T. H. Compton, 1962 Gladstone avenue; C. E. Schuck, East Forty-third street, and other witnesses may evidence today.

# SYNOPSIS FIFTY-FIRST ANNUAL REPORT

# TO POLICYHOLDERS:

the year will show :

TOTAL ASSETS

TOTAL LIABILITIES

Your Society continued to make good progress in all essential features during the year 1910. The statement for \$494,715,923,18 409,620,464.36

NEW YORK, FEBRUARY 18, 1911

to secure advances in local rates. The

decision will have a deterrent effect on

the raising of rates, and shippers who

are fighting for a reduction of rates will be encouraged to press their

CONGRESS REJOICE AND CLAIM CREDIT

PROGRESSIVES IN

	TOTAL SURPLUS-Including Deferred Dividend Fund 85,095,458.82
	NEW INSURANCE PAID FOR-Including additions \$3,416,035 111,381,126.00
ri.	OUTSTANDING INSURANCE
	FIRST YEAR CASH PREMIUMS-Excluding Additions 4,133,391.65
	TOTAL AMOUNT PAID TO POLICYHOLDERS 53,439,360.18 DEATH BENEFITS
	98% of policies paid in America as death claims were paid within one day after proofs of death were received.
	ENDOWMENTS
	ANNUITIES, SURRENDER VALUES AND OTHER BENEFITS 15,134,130.74
	DIVIDENDS TO POLICYHOLDERS 10,575,156.92 1911 dividends to policyholders will approximate \$12,775,000.
	DIVIDENDS TO STOCKHOLDERS 7,000.00
	This is the maximum annual dividend that Stockholders can receive under the Society's Charter.
	OUTSTANDING LOANS TO POLICYHOLDERS 65,250,554.62
	EARNINGS FROM INTEREST AND RENTS 21,646,527.50
	OUTSTANDING LOANS ON REAL ESTATE MORTGAGES 99,138,123.36 The Society has loans on Real Estate Mortgages in 34 States.
	TOTAL EXPENSES-Including Commissions and Taxes 10,395,057.67

This is a reduction from the previous year, notwithstanding an increase in taxes for the year \$139,365.30, of which \$93,016.83 is the new Federal Corporation Tax.

The average gross rate of interest realized during 1910 amounted to 4.48%.

DAVID C. HERRIN, Agency Manager

Oregonian Building Portland, Or.

Aggregate investments in mortgage loans and bonds made during 1910 were at an average rate of yield of 4.62%.

It will be the constant aim of the Directors and Officers of the Society to maintain the same high standard of administration of its affairs in the interests of the policyholders which so signally marked the administration of the late President Morton.

VICE-PRESIDENT