

20 RATE OF SUNSET RAILROAD TO BE SLASHED IN TWO

State Commission Charges That \$470,000 of \$500,000 Capital Is Water Despite Alleged Watering Company Makes Dividend 100 Per Cent in 1911

The record of the Sunset railroad as "the world's champion earner" has been ruined for the future by the state railroad commission, which yesterday ordered it, with the McKittick branch of the Southern Pacific, to reduce its freight rates to figures which represent decreases of from 10 to 50 per cent.

In 1911 the Sunset railroad, which runs from Bakersfield through the West Side oil fields to Shale, declared a dividend of 100 per cent. The line is capitalized at \$500,000, and the dividend was \$500,000. In 1912 a dividend was 60 per cent, or \$300,000.

On top of this statement of earnings the commission says that it finds indications of \$470,000 of water in the \$500,000 of capitalization.

\$500,000 FOR RIGHT OF WAY In this connection it says: "It must be remembered that of this \$500,000 capital stock upon which dividends were declared, \$470,000 was issued for right of way, which a witness testified, cost approximately \$4,000, and cost this company nothing."

The case was brought to the commission in a complaint filed by the Kern County Merchants' association. It was directed against the Sunset railroad, which is controlled jointly by the Southern Pacific and the Santa Fe, and the McKittick branch of the Southern Pacific, which also operates in the oil fields, running from Bakersfield through McKittick to Oil. A combination of high rates and of a tremendous volume of traffic within a restricted area, on a short stretch of track easy to build and maintain, made the immense earnings possible. Points on the Sunset railroad and the McKittick branch are, owing to the growth of the oil industry, among the most important shipping points in the state. The amount of freight moving in and out of Taft was found to be as great as that which goes into and comes from a city of metropolitan size.

BUILT FOR EARNINGS The little railroads built themselves practically out of their own earnings, tending from time to time as earnings permitted.

Rates from Bakersfield to Taft on first class are cut from 31 cents per 100 to 18 cents; on second class from 28 cents to 16 cents; on third class from 25 cents to 14 cents; on fourth class from 22 cents to 12 cents; on fifth class from 19 cents to 11 cents per 100 pounds. Classes D and E shipments are cut from 9 cents to 5 cents per 100 pounds. A substantial percentage of the reductions are in this proportion. The points directly affected include all the important oil shipping and oil industry territory in what are known as the West Side and McKittick fields.

MEMORIAL PLANNED IN MEMORY OF MAJOR BUTT

Building to Be Erected at Tennessee University

[Special Dispatch to The Call]

WASHINGTON, July 13.—One of the most striking plans to honor the memory of Major Archibald Belmont, aide to the president, who went down with the Titanic is for a memorial building to be erected at the University of the South at Sewanee, Tenn. Major Butt was an alumnus of that university and was known there as an exceptional athlete. The plan is to make the memorial building a gymnasium, theater and auditorium. Prominent men of the south and President Taft have joined in the movement. The University of the South has a long list of graduates high in public life, among them Senators Lea of Tennessee, John Sharp Williams, Percy and Hoke Smith.

EXAMINATION TO BE HELD FOR RURAL CARRIER

The United States civil service commission announced that a rural carrier examination will be held at Colma, Redwood City and San Mateo, Cal., on August 16, 1912, to fill a vacancy in the position of rural carrier existing at Colma, Cal. Considerable difficulty has been experienced in filling this vacancy and all qualified persons are urged to enter the examination. Only applicants who are actual residents of San Mateo county are eligible to enter. Application blanks and further information may be obtained by addressing the postmasters at any of the above mentioned offices.

BIG DAMAGE SUIT TO BE TRIED IN FEDERAL COURT

SEATTLE, July 13.—The suit of William R. Crawford, promoter of the Seattle, Renton and Snohomish railway, to collect \$1,000,000 in damages from Peabody, Houghteling & Co. of Chicago, who financed and are now operating the road, must be tried in the federal court and not in the state court. Crawford filed his suit in the state court and resisted transfer to the federal court, but United States Judge Frank Rudkin today maintained his court's jurisdiction. It was an injunction issued by Judge Hanford in one phase of this suit that brought about the agitation for his impeachment.

LUMBER PROPERTY IN NORTH IS DESTROYED

TACOMA, July 13.—Fire from an unknown origin, starting in the gable of Ohlers' saloon at Alder, this afternoon destroyed the \$150,000 saw mill, planing and shingle mill plant of the Reliance Lumber and Timber company, Ohlers' saloon, Smith and Wilson's saloon and a boarding house owned by the lumber company. The total loss is estimated at \$165,000, including 1,000,000 feet of sawed timber, all well covered by insurance. The Tacoma eastern depot was slightly damaged. Charles E. Patten of Seattle is president of the lumber company.

WILSON-MARSHALL CLUBS WILL BE ORGANIZED

There will be meetings in three assembly districts tomorrow night at 8 o'clock under the auspices of the democratic committee to organize Wilson-Marshall clubs. Meetings will be held as follows: Twenty-eighth district, Lower Richmond hall, Fourth avenue and Clement street; thirty-second district, Improvement hall, Polk street, between Sacramento and Bay; thirty-third district, Yosemite hall, 2055 Columbia avenue.

Army Couple Divorced Former Bride to Travel

Order Given Secretly to Wife

With every possible effort being made to maintain strict secrecy, on account of the principals in the case, the marriage ties that bound Miss Ada Louise Armstrong, a pretty San Francisco society girl, and Lieutenant William Harrison Anderson of the army were severed yesterday morning by an annulment order issued and signed by Judge Fred V. Wood of Amador county, sitting for Superior Judge J. J. Van Nostrand.

Scarcely more than five months ago, on February 1, Miss Armstrong, daughter of George R. Armstrong, a retired businessman, living at 1595 Clay street, was married to Lieutenant Anderson of the Thirtieth Infantry, following a pretty courtship lasting several months.

Miss Armstrong had been a great favorite at the Presidio hops, where she met Anderson and fell in love with him. They had planned to be married after Easter, but she suddenly decided on February 1 as the date, and on that day a fashionable assembly witnessed the ceremony, which was performed by Rev. Edward Morgan, at St. Luke's church. Lieutenant Anderson was best man and the bride's father gave her into the keeping of the bridegroom.

HONEYMOON IS SHORT After a short honeymoon, the couple returned to a cottage in "Officers' row," at the Presidio, and to all appearances were happy until about two months ago, when Mrs. Anderson came home to her parents and refused to go back to her husband.

The papers in the annulment suit were placed on the secret file several days ago by Attorney Charles Schleisinger and Shaw, and early yesterday morning, shortly after 3 o'clock, the five months' marriage was annulled. Mrs. Anderson, accompanied by counsel, met Judge Wood by appointment in his courtroom. Every one who was excluded from the room except the necessary officials, and within 15 minutes the decree of annulment had been recorded.

Although he was notified July 2 that the suit had been filed, Lieutenant Anderson did not answer the action. When the case was heard he was not present, nor was he represented by counsel.

ANDERSON WAS ILL

The complaint is brief and declares that Lieutenant Anderson was ill at the time of the marriage and that he was unable to take place. Mrs. Anderson told the court she had been his wife in name only. She is 18 years old, while Anderson is 25.

Mrs. Anderson would not discuss the annulment yesterday afternoon. Her mother, Mrs. Armstrong, said she could not deny it had been granted, but otherwise would make no positive statement. She said the whole affair had been so sudden that there had been no time to make any definite plans, but that probably she and her daughter would travel for a time.

The Andersons did not accompany the bride to Alaska, when it sailed several weeks ago, but remained in San Francisco, where Lieutenant Anderson was detained on business for the regiment. Later he will join the troops in the north.



Mrs. William H. Anderson, divorced from Lieutenant at Presidio.

MOTHER SUES FOR BOY DASHED TO DEATH

Victor Smith Dashed to Death From Aeroplane Near Palo Alto

Continued From Page 17

The Western Meat company, was dashed to his death about two miles northeast of this city at 11 o'clock this morning.

As if jealous of the young aviator's intrepidity, a current of air from the bay seized him and his fragile flying machine, flung them down out of the sky and crushed out his life. In spite of a premonition which prompted his mother to warn him not to make an ascent, Smith decided to fill his contract to fly from his home near Mountain View to Ravenswood this morning. His mother followed the course of his flight in an automobile, witnessed the overturning of the aeroplane by the gust that caught it 75 feet above the earth, saw her son hang from the side of the machine for an instant, and then, in an evident effort to throw himself clear of a pruned tree, saw him let go and drop to his death.

MOTHER FALLS IN PAINT The mother was one of the first to reach the scene of the fall, where, folding her arms about the body of her boy, she fell in a dead faint. The mother and the body of the dead were placed in the automobile in which she had been riding and taken to the family home, 10 miles away, near Mountain View.

Mrs. Smith was revived and held out bravely until the home was reached and her husband arrived from San Francisco, when she again collapsed. Her condition was so serious and it is feared that the shock may cause her death.

Taking his seat in the 50 horsepower Curtiss biplane, Victor Smith rose into the air about 10:45 o'clock, with a laughing promise to his mother and several hundred spectators to make a record trip.

The biplane passed gracefully over Mayfield, Stanford university and over the center of the business district of Palo Alto. Hundreds of people swarmed in the streets to watch the birdlike contrivance swoop over the city.

Three minutes later Smith neared the landing point at Ravenswood and dropped his machine to a lower level. An air current caught the wings of the machine and the breathless spectators saw it dive toward the earth. Before Smith could regain control of the machine it crashed down into the orchard of A. B. Partee, and when the spectators reached the spot the youthful aviator was dead.

SMITH WAS ONLY 20

Smith's body struck the soft earth, but the fall had been too great and both arms and legs were broken and the head was badly mutilated. Twenty feet away the biplane hung, a tangled mass of wreckage, in the branches of a tree.

Smith was 20 years old and was a member of the 1914 class at Stanford university, where he was in the civil engineering department. He became imbued with the aviation fever during the spring, and prevailed upon his father to permit him to go to San Diego in April to receive instruction at the Curtiss camp. While making a flight for a pilot's license last month he broke the amateur speed record of the world.

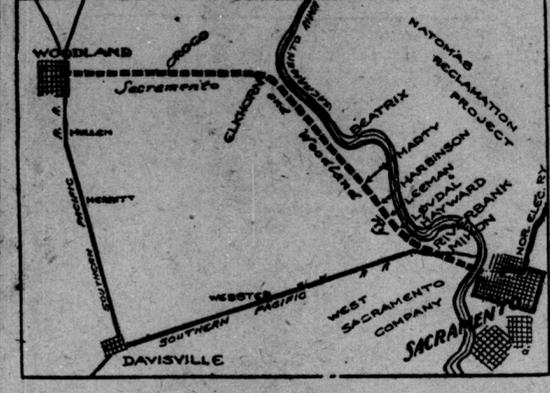
His parents had implored him not to take up aviation as a business because of its danger, and he had agreed to return and finish his course at Stanford, with the proviso that he was to be allowed to make several trial flights during the summer.

The flight this morning was his first attempt since his return from the south, and he had planned another exhibition for tomorrow.

On his 10 mile flight from Mountain View to Palo Alto he was wildly cheered by fellow students as he passed over the university and dipped gracefully down toward the quadrangle. When he arose and glided out of sight of those on the campus and on over Palo Alto to the place where his fall occurred.

Smith is survived by father and mother and two brothers. Stanford students are planning to act as pall bearers at his funeral.

Regular Service on New Valley Line Begins Today



Eighteen Miles From Sacramento to Woodland Will Be Covered in Thirty-five Minutes

[Special Dispatch to The Call]

SACRAMENTO, July 13.—Regular service on the new Sacramento and Woodland Electric railway will begin tomorrow with 11 trains each way per day. The 18 miles between the two cities will be covered in 35 minutes.

The time schedule of trains is as follows: Leave Sacramento daily, 7:45, 10:40 and 11:30 a. m.; 1:20, 3:10, 4:40, 5:30, 6:30, 8:50 and 11:20 p. m. Leave Woodland daily, 7:45, 9:00 and 11:05 a. m.; 12:10, 1:20, 2:15, 3:30, 5:30, 7 and 8:05 p. m.

A rich territory, hitherto denied railway transportation, is opened up by the new line, but the greatest importance to Sacramento is the fact that the road places it in close touch with the growing Yolo county town and makes it possible for citizens of Woodland to run in and out of Sacramento at will.

The schedule of 35 minutes, officials of the line say, gives plenty of leeway for unforeseen delays. There are only two curves on the line and these are on an easy angle, so high speed is possible. It is believed by the Chamber of Commerce and Sacramento Valley Development association members that the road means more to the central valley and the two cities connected than the people here realize and that a great volume of business will result from it.

The road was opened formally July 4, but the first regular service was put off until tomorrow to permit the finishing touches to be put to the track and road bed.

Rights of way across Main street, Woodland, have been obtained by the company, both for its main line and for spur tracks. The operation of the line will be done by the Northern Electric company of which the Sacramento and Woodland is practically but a new division in a great system around Sacramento. Several through electric trains from Chico and Orville will be run each day to Sacramento and on to Woodland.

HANFORD WITNESS SCORES FOR JUDGE

Testifies He Received Only \$53,800 for Three Years as Trustee

[Special Dispatch to The Call]

SEATTLE, July 13.—The investigation of the house judiciary subcommittee into the charge filed against United States Judge Cornelius H. Hanford that he allowed an exorbitant fee of \$140,000 to Kerr & McCord, attorneys for the receivers of the Pacific American Fisheries company and the Pacific Packing and Navigation company, today brought out evidence tending to disprove the charge.

James A. Kerr, who was one of the receivers of these companies, was on the witness stand nearly all day. He testified that he received \$53,800 for work that occupied him fully for three years and partially for five years more. His law partner, Evans McCord, witness testified a fee of \$16,000, witness testified. Kerr told how a plan of New York financiers to form a Pacific coast salmon trust failed, although backed by Morgan people.

NEW COMPANY MISMANAGED The Pacific Packing and Navigation company purchased the property of the Pacific-American Fisheries company on Puget sound, bought many salmon canneries in Alaska, and also operated steamship between Alaska and Seattle. The Pacific Packing and Navigation company was mismanaged, witness said, and also was unfortunate. Witness operated the canneries for two years and then they were sold at receiver's sale for a low price.

The Pacific-American property was bought by the former owners, Chicago packing house men, and the Alaska Canners were sold to the concern that is now the Northwestern Fisheries, a branch of the Booth Fisheries. The principal creditors of the Pacific Packing and Navigation company when it failed were J. P. Morgan, Richard D. LaSalle of New York and the Colonial Trust company of New York. Kerr testified that he never had any discussion with Judge Hanford concerning compensation and was not in court when the fee was fixed.

KERR TO BE RECALLED

As to his association with the judge in the Hanford Irrigation and Power company, now the property of the American Power and Light company, and which owned a water power site at Priest Rapids, on the Columbia river, Kerr turned over to the committee the minute book of the Hanford company, saying it contained the history of the company. Kerr is to be recalled on Monday to testify concerning the Hanford company.

Councilman Austin E. Griffiths testified that he was counsel opposed to L. H. McMahon of Salem, Ore., in three suits before Judge Hanford at Tacoma, during the trial of which McMahon testified Hanford fell asleep and was apparently intoxicated. Witness denied that anything of the sort took place, and testified that Hanford called McMahon to order for arguing to the jury and for making an improper citation.

RESCUE PARTY STILL SEEKING ENTOMBED MEN

SHAMOKIN, Pa., July 13.—After a night's desperate work at the Burnside colliery of the Philadelphia and Reading Coal and Iron company, the rescuing party trying to reach William Way and Harry Derrick, who have been entombed since Thursday morning by a monster cavern, penetrated one barrier of coal leading to a mine chamber today, but nothing was seen or heard of the missing men. Nothing was known of the accident until yesterday, when the mother of Derrick called at the home of a sister, Freeman Schroffler, and wanted to know why her son had not returned home.

RESCUES ON CHURCH STEPS—Great Falls, Mont., July 13.—Despondent because she was not a success as a cook, Mrs. Ada Polan set down on the steps of the Episcopal church and took her life by drinking poison.

DELAY ASSURED IN ARCHBALD CASE

Decision Is in Accordance With Judge's Wishes, It Is Reported

WASHINGTON, July 13.—It practically was determined today that the Archbald impeachment case will not be tried by the senate this summer. This indicates an earlier adjournment of congress than seemed possible a few days ago.

The delay is said to be in accordance with the wishes of Judge Archbald. It was arranged today that the senate should be notified of the house resolution of impeachment and that the managers should formally appear next week to demand trial. While the house managers were anxious to have the case heard at once, they met opposition on both sides of the chamber.

The hot weather, the rush of other business and the approaching political campaign all combined to favor a postponement of the trial.

MANIAC CHAINED TO DECK WHEN VESSEL ARRIVES

PENSACOLA, July 13.—When the British steamer August Belmont entered port here today a maniac chained to the deck was the first sight that greeted the customs officers. The man, a sailor, was stricken during the voyage and when he became violent he cut and picked the lock of another, freeing himself. A padlock had no better effect for he picked that lock and then it became necessary to chain the man to the deck hands and feet. The ship's papers show that the man signed as an American citizen.

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MAN WRECKS HOME AFTER CAL DOWN

Wife's Remonstrance Over His Drinking Starts Cook on the Warpath

Mare Island Notes

MAN FALLS DEAD AFTER INHERITING A FORTUNE

MEADVILLE, Pa., July 13.—W. V. Baxter, who received word yesterday that he had fallen heir to \$250,000 through the death of a relative at Syracuse, N. Y., dropped dead in the street here today.

YOUTH IS SENTENCED—Edward Hornbeck, a youth, was sentenced to the Preston reform school for stabbing his younger sister, Edna, with a knife, at the time he was arrested. Hornbeck said he came into the room and found a negro assaulting his sister and that he was in a fit of rage.