TRADE WITH CUBA

Will Be Greatly Increased by New Treaty.

A LARGE REDUCTION IN DUTY

Cuba Cuts Tariff 25 to 40 Per Cent and United States Grants Uniform Reduction of 25 Per Cent-Senate Will Hurry Ratification.

WASHINGTON, Dec. 19 .- The friends of the reciprocity treaty recently negotiated between the United States and Cuba have been assured by members of the Senate committee on foreign relations that the treaty will be taken up by that committee as soon as practicable after the Christmas holidays. There were several conferences on the subject at the Capitol today, which resulted in this under anding. The terms of the treaty re-sire that it shall be ratified before the list day of January, and its supporters appreciate the necessity of expedition in getting it out of the committee in order to evoid the necessity of an extensi-

The treaty makes more liberal provision for the importation of American articles into the Republic of Cuba than has been stated heretofore, there being provisions for reductions in some cases as much as 40 per cent, in others of 30 per cent, and 49 per cent, in others of 30 per cent, and in still others of 25 per cent. On all American-grown or American-made articles, except tobacco, imported into Cuba and not specified in the 25, 30 and 40 per cent classes, there is to be a uniform tariff reduction of 20 per cent.

In return, the United States agrees to a uniform reduction of 25 per cent without exception on all importations from Cuba.

to any reduction on tobacco grown in the United States or in the territory of any of its possessions and imported into Cuba. The products of the United States which are to be admitted into Cuba at a reduc-tion of 25 per cent from the rate of the existing Cuban tariff include pottery, salt fish, copper-made machinery, cast and wrought iron and steel and articles used in manufacturing them, glass, cotton and some cotton goods, ships and boats, whis-ky and brandy. The 30 per cent reduction includes cutlery, shoes, plated ware drawings, photographs, engravings, etc. used in making labels and bands for tobacco, common soaps, pre-served vegetables, butter, drugs, bottled etc., mineral waters and articles made of hemp and kindred fibers, musical instruments and writing and printing papers. The list of American importations into Cuba on which a 40 per cent reduction is made includes watches, umbrellan,

knit cottons, preserved fruits, perfumery and woolen and silk goods. There is a specific declaration to the effect that the rates fixed for each of the two countries by the other shall be preferential of each party to the convention as against all other countries. There also is a provision against a discriminating tax on articles affected in the country of their origin. In case either country changes its tariff rates so as to deprive the other of advantages granted, the other country is to have the privilege of abrogating the treaty. No specific provision is made for a subsequent reduction of the Cuban duty so as to let American goods in at lower rates by the regular methods of legislation rather than by treaty, but there is a clause under which, if this re-duction is made, the Cuban government may reopen negotiations to secure a modification of the treaty. It provides for such a change only in case the Cuban tariff should be so reduced as to make the reduction unreasonable from the Cuban point of view. The treaty is to go into effect 10 days after its ratification by

GREAT PROGRESS OF CUBA.

British Minister Testifies to Effects of American Control.

WASHINGTON, Dec. 19 .- A striking picture of the development of Cuba since the Spanish War is presented in a report to his government by Lionel Carden, the British Minister at Havana, a copy of which has just reached Washington. The

"It is highly satisfactory to note the progress this island has made in the past three years, in spite of the deplorable of the war. The production of sugar has risen from \$35,000 tons in 1889 to over 800,ons in 1901, and probably will reach

1,000,000 tons in this year's crop.

"The cultivation and manufacture of tobacco as well as the minor industries show considerable improvement; the stock of cattle, thanks to importations, is now upwards of 375,000, compared with 200,000 at the beginning of 1889, and finally the value of exports has increased from 69,-260,000 to £12,650,000, and would have reached much higher figures but for the

Trenty Sent to Cuban Senate. HAVANA, Dec. 19.-President Palma sent day with a message urging that early action be taken.

TAX THE FRANCHISES.

J. C. Magee Scores Portland's Meth ods in Comparison With Other Citles

SAN FRANCISCO, Dec. 13 .- (To the Editor.)-Please let me thank Councilman Bentley for the very valuable report on the blanket franchise which the City & Suburban Railway is trying to sec and which he submitted to the adjourned Council meeting on December 8.

From reading this report it is perfectly lear that the franchise, which this company desires, will require careful investigation and great care should be take shut out competition on the city's

bridges or elsewhere.
On a recent visit to Los Angeles, I learned that business on all lines has nearly doubled in that city since Janu-ary I, and on inquiring the cause of this remarkable increase I was told that it was due to the extension of the street-car lines into the suburbs. A perfect network of suburban lines have been within a radius of 25 miles and it is pro posed to extend this radius to towns of 100 miles distant. The fares charged are about I cent per mile for an ordinary return ticket, but books, containing tick-ets for ten rides can be purchased for \$1.50. Each ticket costing 15 cents is available for a ride of about 25 miles. The business to the company is very prof-Itable and the 5 per cent bonds of the Pacific Electric Company, one of the new suburban roads, are already quoted at 110, or 10 per cent premium, and the Lor Angeles City 5 per cent reliway bonds are quoted at 19 per cent premium and non-

secured its increased business at the ex-pense of the small towns reached by the new electric roads, but was assured that these towns benefited quite as much from the increased facilities for travel as Los

Hollywood, a suburban town, which already has one electric road, is endeavor-ing to raise a bonus of \$10,000 as an in-ducement for another electric company

offers a free right of way.

A central depot, about 200 feet square, is being constructed in the very center of Los Angeles. It will have waiting of Los Angeles. It will have waiting rooms and every modern convenience, and is to be used by the patrons of the suburban roads. Numerous gangs of workmen are employed all over the city relaying the tracks with heavy rails and making

the tracks with heavy rails and making other improvements.

With the possible exception of the Oregon Water Power & Railway Company the Portland street railway companies have done very little for the them, in the way of extending their systems into the country. Their business is simply to collect the nimble nickel for which they give the least possible service. Their cars do not begin to compare with those in use in Los Angeles and other Coast cities. In extending the franchises, the in use in Los Angeles and other Coast cities. In extending the franchises, the payments of the Oregon Water Power & Railway Company should be relatively far less than either of the other roads. because of its enterprise in pushing into granted for a city street unless it con-tains a clause fixing the length of time which should clapse between each trip at 19 minutes, that being quite a reasonable time for outside streets, while five min-utes should be the time for each trip on inside streets. Broadway in Oakland has a service of every two and a half minutes, while in Los Angeles the cars run less than two and a half minutes apart on the business streets.

Portland is probably the only city of

Its size and importance in the United States that would tolerate a street-car company occupying one of its leading streets with its tracks, without using them as the City & Suburban Railway Company is doing on Second street in your city. And in grantless are extended your city. And in granting an extended franchise to this company over this street care should be taken to insert a clause compelling them to either remove their tracks from Second street or to give a reasonable service for the special privilege which they desire to secure, and which is certain to become immensely valuable long before the expiration of the 25 years for which they ask the fran-

I enclose you a copy of the lecture recently delivered by Washington Dodge, City Assessor of San Francisco, from which I would thank you to publish the extracts which I have marked and in view of the importance of this subject at this time, to your readers, you may be able to find space to publish it complete. Mr. Dodge has materially reduced the assessments on real property in the city, thus adding greatly to its value. He has popularized real estate as an investment, which has resulted in one of the great-est booms the city has ever known. All this has been accomplished by assessing franchises, bank credits, etc., which bear a part of the burden which had heretofore been borne exclusively by real estate

everything calculated to make Portland one of the great cities of the world. You have made your foundations broad and deep, but reasonable care must be taken to prevent the creation of a monopoly that will shut out competition and retard

your future progress. J. C. MAGEE Extract From Dr. Dodge's Speech. Dr. Washington Dodge, of San Francisco read an able paper on "The Assessmen of Property for Taxation Purposes." It

was as follows: To an organization such as this, having as its

To an organization such as this, having as its object the improvement of municipal conditions and the consideration of municipal finances, anything bearing upon the question of municipal revenues must challenge your attention. Indeed, in view of the rapid growth and the ever-increasing disbursements of American eities, the subject of municipal revenues is becoming a question of leading importance.

Rapid as has been the increase in population of our cities, it has not kept pace with the increase in the expense of maintaining our city governments. Perhaps the chief reason for this condition lies in the fact that our conception as to the duty and functions of civic government has materially changed. Our citizens now demand expenditures in the interest of their health and comfort, as well as for the protection of their property, which, a few decades ago, would have been regarded as unreasonable. Numerous disbursements in connection with municipal administration, which would have appalled our fathers, seem to us not only reasonable, but necessary. With the growth of civilination these expenditures will inevitably still further increase. As a result of these changed conditions, the burden of taxation in our cities has necessarily become

in a most forcible manner this tendency.

How Expenses Have Grown. Let us take the City of New York as an er

this country came into existence. Tet, while the City of New York expends today about \$100,000,000 a year, the National expenditures at the time referred to were only about \$4,000, 000; and even during the first decade of our 000; and even during the first decade of our National existence our expenditures averaged only about \$8,000,000 a year. New York City in 1800, with a population of 60,000 souls, spent a little over \$100,000 a year. A hundred years later—in 1900—her population had increased sixty-fold, but her expenses had increased over one-thousand-fold, and the same ratio of increase is observed in other cities. mous increase in municipal expenditure? The result has been an ever-increasing burden of taxation, and as this burden, under existing systems of taxation as enforced, has fallen al-most entirely upon real estate, it has frequent ly awakened violent opposition and a clamor ous demand for retrenchment from the owner of this clams of property. As our expenses, how growing demand of modern civilization, it be all classes of property alike. The present re-stricted field from which our taxes have been gathered, this being chiefly realty, must be enlarged. Property which has beretofore es-caped adequate assessment must be listed on our assessment rolls. All American cities are feeling the necessity for such relief, and man have, in the past few years, through special legislation, designed to enforce contributions in the way of taxes from that class of property which had been escaping its just share of tax ation, found the relief which had become so urgently needed. The City of New York, for instance, recently forced through the State Legislature a bill known as the "Pord fran-chise bill," which has added to the assessment roll of that city the sum of nearly \$100,000,000 this representing an increase in the assessment valuation of franchises alone. This legislation was prompted by the clamorous demand of the owners of city real estate for relief from their constantly increasing tax burdens, due to the rapid growth in municipal expenditures.

Chicago Chronicle.

The cakes of ice in the river yesterday were thin, but thick enough to bear a cat. The cat was a tabby. How she got on her The cat was a tabby. How she got on her flimsy craft was a question, but it was even more a question how she was to get off. The cake was about three feet in diameter, but the cat stood in the exact center and dug in her claws as the current toward Jollet swirled her round and round. She was an object very small and very pititul and no one noticed while she glided under the Rush and State and Dearborn-Street Bridges. There some hed small Street Bridges. There some bad small boys sighted her and ran along the bank on the north side, shouting and throwing hard snowballs at her. The balls fell all around and splashed icy water on her fur

eoat. One struck the cake and split off a third of it. Tabby was reduced to narrow quarters and despair.

Just then a tramp dog, a mangy looking brute that once had seen far better days, but now slinking along at the boys' heels, plunged into the river. The boys commenced shelling him instead of the cat, but it seemed to make no different control of the cat, but it seemed to make no different control of the cat, but it seemed to make no different control of the cat, but it seemed to make no different control of the cat, but it seemed to make no different control of the cat, but it seemed to make no different control of the cat, but it seemed to make no different control of the cat. the cat, but it seemed to make no diffe stream, nearer and nearer the tabby stream, nearer and nearer the tabby's swirling raft. She spat at him, tried to strike his nose with a paw, lost her balance and went under. Instantly the brave dog seized her in his jaws and then swam back. The time, however, the boys cheered and did not bombard. They helped him up the bank and rubbed him dry with their mittens. The tabby, deposited unhurt, scurried off without as much as a thank you.

NEW DESDEMONA LIGHT

STATION WILL BE ESTABLISHED NEXT WEDNESDAY.

Captain Calkins' Inspection Trip on the Lower River-French Bark Daniel Saves Her Charter.

The lighthouse-tender Manzanita ar rived up yesterday afternoon and docked at the foot of Couch street. She brought Captain C. G. Calkins, the Lighthouse Inspector, who has been inspecting lights and buoys in the lower river. tain Calkins reports that everything is in readiness for inaugurating the new light station at Desdemona Sands on December 24. The station will be provided with two gas engines for running the fog signal, which will be a great benefit to navigawhich will be a great benefit to naviga-tion in the lower harbor, as there is no fog signal at present near the mouth of the river. Two lightkeepers will be on duty there. The quarters, however, are so small that they will not permit of men with families. The Lighthouse Board will soon provide two electric lights at As-toria, one on the O. R. & N. wharf and the other on the hill back of the town. These lights will furnish range marks These lights will furnish range marks through the new dredge channel. Some changes in buoys between Portland and Asterin were made necessary by changes in the channel, but no new lights were established.

The gas buoy placed at the mouth of the Columbia some time ago as an experi-ment, and extinguished during a storm, will probably not be relighted, as such a means of marking the channel is not likely to be a success under the circumstances. There has also been great trouble with the bar bell buoy, which was forced over on its side by the current

so it would not work.

Captain Calkins was present at the launching of the new lighthouse-tender Heather at Seattle. The tender will be finished in April, and will be ready for general service in this district, dividing the work with the Manzanita. She will be employed largely in replacing buoys. Alaska may soon have a separate light-house district, in which event one of the tenders will be assigned there. The Columbine is now operated by the Light-house Engineers' Department.

SAVES HER CHARTER.

French Bark Daniel Arrives at As-

torin From San Diego. The French bark Daniel, 1819 tons, Captain Bachelier, arrived at Astoria yester day afternoon, after an 11 days' passage from San Diego. This good time, how-ever, was made with the assistance of the tug Defiance, the most powerful craft of her kind on the Pacific Coast. The object of this long tow was to save the bark's charter. The Daniel was engaged some time ago by Baifour, Guthrie & Co. to load wheat for the United Kingdom. As the canceling date was December 31, and the rate secured 28s 3d, the vessel's owners concluded to take no chances with wind and weather, particularly as the ruling quotation for grain freights is 10s or nore below that secured by the Daniel. Another vessel with a December char ter is the French bark Ville de St. Na which sailed from Hobart October 8 She stands a good show of not getting here in time. This vessel was also taken by Balfour, Guthrie & Co. The big German bark Alsterberg, just arrived on Pu-get Sound, saved her charter by a quick run around from Montevideo.

SECURES DANISH REGISTRY.

Egbert Changes Her Flag So She Can Get Chinese Crew.

SAN FRANCISCO, Dec. 19 .- The former transport Egbert has secured a Danish registry, and will no longer fly the Stars and Stripes at her masthead. The Egbert is under charter to the Sperry Flour Company to carry flour to the Orient. It is understood that the transfer from United States registry to Danish was made to permit the Chinese crew of the steamer Arab being transferred to the Egbert, which under American registry is illegal. This will be done, it is said, by side American jurisdiction and there making the change.

LAKE STEAMER GIVEN UP. Hope of Safety of the John C. Hall and Crew Abandoned.

HENDERSON, N. Y., Dec. 19.—All hope for the safety of the steamer John C. Hall and her crew of nine was abandoned to-day when portions of wreckage, which proved to be parts of the missing vessel, ashore at Stony Point, about 30 from Oswego, The John C. Hall went down in a gale on Lake Ontario on

Search for Missing Schooner. At the request of those interested in the master and crew of the missing scal-ing schooner South Bend, United States Consul A. E. Smith, says the Victoria has arranged to have the officers of the steamer Excelsior make a search of the Alaskan coast as far to the westward as Dutch Harbor in the hope that some news may be received from the missing schooner, as well as the other missing vessels, the schooner Gen-eral Siglin, from Behring Sea for Seattle, and steamer Dawson City, from Nome for Seattle. Much alarm is being feit for all three vessels. Some of those who are hoping against hope that some word will be received from the missing school. be received from the missing schoon. South Bend point to the fact that som south Bend point to the fact that some years ago the sealing schooner Mascot, now lying in the upper harbor, was absent on a Behring Sea cruise until after Christmas, having been detained by heavy weather. The Excelsior is due from Southeastern Alaska about the end of the

Inhuman Treatment Alleged. The sailors of the German ship Emilie, which arrived recently after a long voyage from Antwerp, complain of brutal treatment by the officers on the trip. They say they were only half fed, and were compelled to subsist on a diet of beans and peas, while the captain and first mate had meat and plenty of supplies of all kinds. The officers, they say, were drunk most of the time, and never missed an opportunity to abuse the men. Numerous instances of cruelty are alleged, and at one time during a storm, according to the sailors, the captain struck down a youth who was hard at work at the wheel. The sailors have laid their case before the German Consul.

Nal's Big Cargo.

The German bark Nal has completed her cargo and dropped down to St. Johns to await her turn with the towboats. She carries 150,157 bushels of club wheat, worth sites included the cargo is dispatched by Kerr, Gifford & Co., and the vessel will sail for Queenstown for orders. With two exceptions this is the largest wheat cargo cleared from this port by salling vessel this season. The Austrasia took out 155,-050 bushels, and the Peter Rickmers carted 185 282 bushels.

Saves on Abandoned Steamer. LONDON, Dec. 19.—The British steamer North Point, from Philadelphia December 3 for London, which passed the Lizard to-day, signaled that she had in tow the steamer Pure Oil, from Hamburg for Philadelphia, which had previously been abandoned. Further signals were ob-scured by the mist, but it is supposed that the North Point meant to conver the the North Point meant to convey the in-formation that the crew of the Pure Oil

Snng Boat at Work. The Government snagboat Mathloma, which was not able to stem the rapids at Rock Island until the water fell, made

the passage over those rapids last Mon-day, and has been hard at work removing snags from the river between Salem and Albany. The boat has had to grapple with some very large ones, brought down by the late freshet, but has successfully removed them from the channel.

Freight Slip Wrecked. SAN FRANCISCO, Dec. 19.-The Sant

Fe Railroad Company's newly constructed freight slip at China Basin, in this harbor, has been wrecked for the second time by the sudden shifting of some hundreds of tons of material behind the sea wall, which was built on a mud foundation. The extent of the damage has not yet been estimated. The loss caused by the pre-vious accident of a similar character was

New Canadian Steamer Service. NEW YORK Dec. 19 -- It is stated here Company has determined on opening the Company has determined on opening the St. Lawrence route next Spring and to establish a weekly service of cargo steamers from Liverpool, a ten days' service from London, and a similar ser-vice from Glasgow.

Steamship Modoc Floated. TOULON, France, Dec. 19.—The seamer Modoc, of the Messagerieres Maritimes, which ran aground on the rocks at the Mourillon Arsenal last evening, has been floated and towed to her dock for repairs

Marine Notes.

The cargo-ship Toyledale, the lumber schooner John A. Camptell and the dis-abled steam schooner Sequola are being

towed up the river. The Kick shifted from Montgomery dock No. 1 to the O. R. & N. dock at Albina. The Werra moved from the steam to the Portland Flouring Mills, and the Riverside went from Columbia to Irving.

The administration of the Bureau Veri-

tas has just published the list of maritime dimasters reported during the month of September, 1903, concerning all flags, as follows: Salling vessels reported lost, 4 American, 13 British, 2 Chilean, 13 German, 5 French, 10 Italian, 10 Japanese, 13 Norwegian, 4 Russian, 6 Swedish; total, 80. In this number are included three vessels reported missing. Steamers reported lost, 2 Brazilian, 16 British, 2 Dutch, 2 French, 4 German, 2 Greek, 1 Italian, 3 Japanese, 2 Norwegian, 1 Russian, 1 Swed-ish; total, 26. In this number is included one steamer reported missing.

Foreign and Domestic Ports. ASTORIA, Dec. 19.—Left up at 8 A. M.—teamer Sequoia and schooner John A. Campell. Left up at 11 A. M.—British ship Foyle bell. Left up at 11 A. M.—British ship Foyle-dale and schooner Mary Winkeiman. Arrived down at 11 A. M.—Schooner Virginia. Salied at 2 P. M.—Steamer Columbia, for San Francisco. Arrived down at 3:30 P. M.—British hark Matterhorn. Arrived at 4 P. M.—French bark Danlei, from San Diego. Condition of the bar at 4 P. M., very rough; southeast gale. San Diego, Dec. 19.—Salied Dec. 18.—British ship Tasmania, for Puget Sound.

San Francisco, Dec. 19.—Salied at 11:30 A. M.—Steamer Geo. W. Elder, for Portland. Plymouth, Dec. 19.—Arrived—Moltke, from New York for Cherbourg and Hamburg, and proceeded.

Diverpool, Dec. 19.-Salled-Tauric, for New

London, Dec. 19 .- Arrived-Marquette, from Rotterdam, Dec. 19.-Arrived-Ryndam, from Kinsale, Dec. 19.-Passed-Norseman, from

Portland, for Livercool.
Sciliy, Dec. 19.—Passed—Molike, from New
York for Plymouth, Cherbourg and Hamburg.
Frawle Point, Dec. 19.—Passed—Cymbeline,

from Philadelphia.

New York, Dec. 19.—Arrived—Lombardi, from
Genoa and Navles.

Hogulam, Dec. 18.—Sailed—Steamer Marshfield, from Aberdeen for San Francisco; 17th,
steamer W. H. Kruger, from Aberdeen for Holyhead, Dec. 19.—Passed—Ping Buey, from facoma, etc., via Hong Kong, for Liverpool. London, Dec. 19.—Salled—Abydos, for San

end, Dec. 19.-Arrived-Oscar II Tacoma, Dec. 19.—Arrived—Steamer John S. Kimball, from San Francisco; barge John C. Potter, from Alaska.

San Francisco, Dec. 19.—Arrived—Steame Crarina, from Coos Bay. Salied—Steamer Artec, for Tacoma; steamer Geo. W. Eider, for Portland; steamer Mandalay, for Bandon.

IT'S TOMMYROT.

C. E. Cline Cites a Legal Decision Against Christian Science.

PORTLAND, Dec. 18.-(To the Editor.) -Some two years ago Rev. C. M. Bishop then pastor of the M. E. Church, South at Nevada, Mo., wrote to papers in St. Louis an account of the queer doings of certain magnetic healers, operating in that little inland place, whereupon the healers brought suit in the courts against

the parson for heavy damages.
. The case attracted wide attention; so much so that a big two-story courthouse in Butler, Mo., the county seat, was broken down by the crowd. The healers, it is said, spent from \$20,000 to \$25,000 in pushing the suit against the preacher, bringing carloads of witnesses from Saint's Rest and Ballywhack, who swore, numbers of them, to marvelous things the healers had done for them, and a verdict was rendered against the preaches From this decision the clergyman prompt ly appealed to the Supreme Court of Mis souri, which, by the way, has the reputa-tion of being a very able one.

Now, after nearly two years, this court reverses the decision of the lower co entire bench, which says:

"Courts are not such slaves to the forms of procedure as to surrender their own intelligence to an array of witnesses testifying to an impossibility. They are not required to give credence to a statenent that would falsify well-known laws of nature, though a cloud of witnesse "If a man comes into court claiming to

possess supernatural powers, and brings with him witnesses who swear he has me for them that which we know is impossible, we are not required to believe

"If there is anything in the plaintiffs' ousiness they call magnetic healing, and which was not perceptible, the burden was on them to show the rationale of it." Could anything be more sensible than this utterance from one of the ablest Judges of fact and evidence in the Na-tion? Clearly, there is no longer standing-room for the mystical and the ex-traordinary; they belong to fanaticism or lunacy, or both. Even so-called re-ligion may ask the acceptance of that which the human mind, in the exercise of its rational faculties, can neither take in nor interpret. An irrational thing should not be accepted, "though a cloud of witnesses swear to it."

The ludicrous side of this subject is further elucidated in an article in the De-

cember number of the North American Review, by Mark Twain:

cember number of the North American Review, by Mark Twain:

A little far Western girl of mine, equipped with an adult vocabulary, states her age, and says: "I thought I would write a demonstration to you." She had a claim, derived from getting flung over a pony's head, and landed on a rock-pile. She saved herself from dienster by remembering to say "God is all" while she was in the air. I couldn't have done it. I shouldn't even have thought of it. I should have been too excited. Nothing but Christian Science could have enabled that child to do that caim and thoughtful and judicious thing in those circumstances. She came down on her head, and by all the rules she should have broken it. But the intervention of the formula prevented that, so the only damage was a blackened eye. Monday morning at school it was still swollen shut. At school it hurt pretty badly: that is, it seemed to, so "I was excused, and went down in the basement and said: 'Now, I am depending on mamma instead of God, and I will depend on God instead of mamma." No doubt this would have answered, but, to make sure, she added Mrs. Eddy to the team, and recited the "scientific statement of being," which is one of the principal incantations, I judged. "Then I felt my eye opening." Why it was enough to open an oyster. I think it is one of the touchiest things in child history, that plous little rat down ceilar pumping away at the scientific statement.

FOREIGN GOODS FAVORED

GET LOWER RATES FROM SEA-BOARD THAN HOME PRODUCTS.

Railronds Divide With the Steam ship Companies-Progress of the Interstate Commission's Inquiry.

NEW YORK, Dec. 19 .- The Interstate Commerce Commission met today to investigate the railroad rates on traffic, C. S. Wight, freight traffic manrame, C. S. Wight, freight traine man-ager of the Baltimore & Ohio, presented a schedule showing the charges of his company for the inland transportation of imported freight. His road has main-tained the rates shown in the schedule since the beginning of the year without variation or concession. The rates on the ocean steamers he did not believe were fixed in New York. fixed in New York.

Replying to Commissioner Prouty, Mr. Wight said the rate charged by his road on imports between New York road on imperis between New York and Chicago is 18 cents per 100 pounds, where like goods originating in New York paid 65 cents per 100 pounds to Chicago. "There is no discrimination. The 18 cents is a proportion we receive of a through rate from some other place, while the 65 cents is the total cost of through carriage from shipping point to

through carriage from shipping point to Your foreign agent works on commission?" Mr. Prouty asked.

your rate and he charges what he can get. With the profit he makes and the commission you allow he has to protect That is how I understand it," Mr.

Wight replied.
Albert T. Meyer, manager of the Vulcanite Cement Company, testified that the rate per barrel from Vulcanite, N. J., to East St. Louis, is 65 1-5 cents, while from Antwerp or Hamburg the through rate is only 65 cents.

Frank Harriot, commissioner of the import committee of the trunk lines, said only good faith prevents the different railroads from making concessions to ship-pers. He promised to prepare a state-ment showing that certain kinds of imthe domestic articles.

"What would be the result in the Port of New York if Congress should enact a law," Mr. Prouty asked, "that no railway might carry imported goods at a lower rate than it charges for domestic goods?"
'In the long run," Mr. Harriot replied,
'It might be a good thing, Temporarily it would stop trade. The improvement would have to come by an adjustment of freights by the steamship lines." Mr. M. F. Berry, manager of the For-

eign Department of the American Express Company, said his company makes its charges for forwarding goods on the basis of the steamship charges plus the railroad charges. The company received no concessions below the announced tar-

Samuel Bettle, of the International Nav igation Company, said he believed the published tariffs of the railroads are ab-

solutely maintained.
"There is no fixed tariff for ocean freights," he said. "There have been times when I would not touch cement at any figure, and times when I have paid to secure it, because getting the weight that way was cheaper than handling rock for

NEW BAILROAD TO NEHALEM. To Start From Astoria Road-To Portland Vin Grand Rapids.

Incorporation articles of the Columbia River & Nehalem Raliway Company were filed in the office of the County Clerk yes terday by David L. Kelly, Franklin G. Kelly, Franklin G. Kelly, J. M. Long and Alex Sweek, with an authorized capital of \$100,000. The objects announced are to build and operate a railroad and telegraph line from a point on the Columbia River near Blind Slough Station, on the Astoria & Columbia River Railroad, in Clatson County, thence in a southeasterly direc-tion to the town of Grand Rapids, on the Nehalem River: also a railroad from Grand land; to engage in the business of buying, elling and shipping lumber and coal, and

operating coal mines, etc.

Messra. Long and Sweek say surveyor. will be put in the field next week, and that the first 20 miles of the projected railroad will be built the coming year-from Blind Slough Station to Grand Rapids. Blind Slough Station is about 10 miles this side of Astoria. Grand Rapids is but a little uth of a direct line between Blind Slough and Portland, From Grand Rapids to Portland the distance is about 75 miles The reason the company begins opera-tions at the other end is that traffic is available by the construction of less mile

age there. The timber and coal of the Ne-halem Valley are simed at by this newest railroad enterprise.

FREIGHT RATES TO ADVANCE.

Western Will Fellow. CHICAGO, Dec. 13.-After long conferences, traffic officials of lines east of Chi CHICAGO, Dec. 13.—After long conferences, traffic officials of lines east of Chicago have determined to make extensive changes in commodity rates, which will amount to a general advance of about 5 per cent. The new schedules will be placed in effect as soon as arrangements can be made after January 1, and by January 15, all changes will be operative. The most radical action is to be taken with reference to commodity rates, for it is asserted that fully 50 per cent of these are to be taken out and the commodities which they affect placed back in their re-

which they affect placed back in their re-spective classes.

spective classes.

These changes, however, will not affect 19 per cent of the volume of traffic which now moves on commodity rates, as the commodities, such as grain, are to be left where the recent increases in their rates

placed them.

Western lines contemplate a material increase in rates January 1. It was announced today that arrangements had been completed for a restoration on Jan-uary 1 of fully 20 per cent of the reduced tariffs which had been nied since the is-suance of the United States Court injunc-

MANY LISTED FOR PENSIONS.

Union Pacific Will Retire Men in Passenger and Other Departments. OMAHA, Neb., Dec. 19.—A partial list of those who will be pensioned by the Union Pacific Railroad after January 1 was made public today. The list, which is still incomplete, includes many men prominent in the passenger department, and time and mechanical departments. auditing and mechanical departments who have served this company more than

In the passenger department severa district and passenger agents, located in various parts of the country, are men-tioned for the retired list. The auditing department also comes in for several changes, and the shops over the system will lose many of the old employes. At the headquarters in this city, it is said, there will be sweeping reductions, al-though the list will not be made public

HILL AND HARRIS IN SEATTLE. Two Rathroad Presidents View Pro-

posed Terminal Facilities. SEATTLE, Dec. 19 .- President James J Hill, of the Great Northern, and President George B. Harris, of the Burlington, ar-rived here tonight. The mission is to show Mr. Harris the terminal facilities projected at Seattle, for which a franchise will granted January 1.

Mr. Hill, in an interview, says Seattle's share of the transport business will b increased when the facilities needed have

TRACKLAYING HAS BEGUN.

the Roundhouse for Dallas-Falls City Line Is Nearly Completed. DALLAS, Or., Dec. 19 .- (Special.) -- Track-City Railroad was commenced early this city with the double-track system.

week. The large roundhouse is nearly completed, and a large crew of carpenters are rushing it along. A switch has been put in and the section gang is now at work on the "T" to connect the new road with the Southern Pacific tracks. A new car for the road arrived here this week, coming from the East loaded with railroad spikes. One of the locomotives for the new road will arrive soon. Work is being pushed as fast as material arrives and the weather will permit.

APPLICATION TO PARLIAMENT. Grand Trunk Pacific Railway Mov-

ing for New Line. OTTAWA, Ont. Dec. 19.—Tomorrow's Canada Gazette will contain an application to Parliament by the Grand Trunk Pacific Rallway for the construction of a road from North Bay or Gravenhurst to Port Simpson, on the Pacific Coast, by the Pine River or any other pass. Application for branch lines from the main line to Winnipeg, Regina and Caigary also will be asked for.

New Railroad for Christmas. JEFFERSON CITY, Mo., Dec. 19.-The White River Railway Company, of Ar-

retary of State papers of incorporation in this state, with a capital stock of \$2.510,-000, of which \$1.365,000 is to be used in Mis-The line is to be extended from the state The line is to be extended from the state line to Carthage, to connect with the Lexington & Southern division of the Missouri Pacific system, the length in Missouri to be 124 miles. This road will give the Missouri Pacific new lines from Kansas City and St. Louis south into Arkan-

Manager for Guatemalun Railroad. PHILADELPHIA Dec. 19. - Charles Otey Gwatkin, formerly general Eastern agent of the Wisconsin Central Railroad, has been appointed general manager of the Guatemaian Northern Rallroud, with

headquarters at Guatemala City.
Mr. Gwatk.n is a native of Lynchburg. Va.; he entered the railroad service to 1800 as agent of the Great Western Dispatch fast freight line, at Binghamton, N. Y. Since that time he has held po-N. Y. Since that time he has held po-attions of responsibility with various rail-

Control Klondike Traffic. SEATTLE, Wash., Dec. 19.-The Times

oday says: There is no longer any doubt that the in transferring its general offices from Seattle to Vancouver, B. C., is made with the intention of transferring that property the control of the Canadian Railroad, and by the transfer placing the traffic of the Yukon district in the full control of the Canadian line.

Double Tracks for St. Joseph. ST. JOSEPH, Mo., Dec. 19 .- The Ga-

mette this morning says:

It is authoritatively stated that the Chicago, Milwaukee & St. Paul Railroad expects to enter St. Joseph from Kansas City over the double tracks which are to be laid between the two cities. makes the fourth road which has ring on the roadbed of the Dallas-Falls nounced its intention of entering this

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