

SPONSORING PRESENTS

"General Leveling" of Rates Is Proposed by Washington Railroad Commission.

CHANCE FOR OTHER TOWNS

Falls City Is Declared to Be Now Holding a Rate That Commissioners Are Disposed to Consider as Maximum.

OLYMPIA, Wash., Feb. 25.—(Special.)—

As a result of recent consultations among its own members, and conferences from time to time during the past few months with railroad traffic officials, the Railroad Commission of Washington has mapped out a line of policy which will be followed out from this time until it has established practically an entirely new scale of maximum freight rates for this state.

No Unnecessary Delay.

It is announced at the office of the Commission that this work will be accomplished with as little delay as possible consistent with the magnitude and importance of the task in hand.

In August last a complaint was filed with the Commission by the Commercial Club of Walla Walla asking that that city be given a jobbing rate similar to that which is now in force in the City of Spokane for many years past. It was alleged that a zone could be established for a radius of 300 miles surrounding Walla Walla, which would be contiguous with the territory covered by the jobbers of Spokane, and the showing made by the Walla Walla business men along this line was convincing to both the Commission and the wholesalers of Spokane, and the latter offered no opposition to the petition from Walla Walla.

Disappointment for Walla Walla.

Two months ago it seemed that the people of Walla Walla were in a fair way to get an order from the Railroad Commission establishing jobbing rates out of Walla Walla, and the wholesalers encouraged to believe that such an order would be issued as soon as the details of it could be worked out.

But the attitude of the Commission appears to have undergone a radical change on this line recently, and it is believed to be the present idea of the members of the Commission that the jobbing rates are to be established by a commission of five men, one from each of the five largest cities in the state.

Section 15 of the State Commission law provides that no railroad company shall give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation or individual in the transportation of freight or passengers. On the interpretation of the word "undue" as used in this section would depend to what extent the Commission would be justified in making a distinction in jobbing rates in favor of Walla Walla or any other city.

Other Towns Are Interested.

It is known that other places, such as Colfax, North Yakima and perhaps one or two other towns similarly situated, stand ready to ask for jobbing rates as soon as they are granted to Walla Walla, and while it is likely that no other town in the state could make as strong a showing as to natural advantages as either Spokane or Walla Walla, they could without doubt make a strong showing in other respects where it would be obliged to do considerable explaining about the language in the law quoted above.

General Leveling of Rates.

The other solution referred to is what might be called "general leveling" of railroad rates throughout the state, and on all lines. The Commission says it has discovered glaring inconsistencies in freight tariffs as published by the railroads, and that in conferences with leading traffic men connected with the transportation railroads in this state, the latter admit the necessity of correcting the tariffs. What the Commission is mostly likely to demand will be a general paring down of rates and the issuing of distance tariffs which will make all rates in the state such as, with a few exceptions, based on the part of one community about discrimination in favor of some other locality.

AWAIT ACTION OF COUNCIL

Work on Willamette Valley Traction Company Road Held Up.

SALEM, Or., Feb. 25.—(Special.)—Construction work on the Salem-Portland electric line has been suspended until the Portland City Council takes final action on the application for a franchise for the line. The city council has been at work have been discharged.

Maximum Rates Only.

When the proposed mileage rate has been suggested to railroad officials they have been met with a refusal to consider it as impracticable for the large amount of water competition. The Commission meets this objection by a proposition to establish maximum rates only, instead of absolute rates. The railroads could then make any rate necessary to meet water competition or other conditions, and still comply with the law and the order of the Commission.

Rate Comparison Is Illegal.

This has set the Commission to thinking, and in order to prepare for the hearing on the complaint it was decided to make a comparison of rates as between Wash-

ington and other states. But it was found that under a recent decision of the United States Supreme Court, rates could not be legally fixed in one state by comparison of rates in another state. It was pointed out in this decision just what elements should be considered by railroad commissions in fixing rates, and some of the most important of these elements are not at the present time available to the Washington Commission.

This is notably true of the item of cost of construction of the railroads in this state. The railroads have been called on to give this information, but for one reason or another they have not done so.

Plan to Get at Cost.

The commission has practically decided upon adopting two different methods of getting at the cost of construction of the railroads in this state. One will be to find out the cost of construction of railroads now building in Washington. This will be, of course, an absolutely just and reliable estimate, for the exact information can be secured. But it will not be secured in the near future. Possibly two years might elapse before sufficient information could be obtained in this way to justify the commission in proceeding under it.

The other plan is to make an actual survey of enough roadbed in the state to give an accurate estimate of the cost of the whole. The commission is in reality charged with this duty by the law creating it, and it might be considered remiss if it had not accomplished anything along this line in time to make a report to the next Legislature.

Working Out the Details.

All this might be done in time to secure sufficient information during the present Summer to warrant the commission in ordering a hearing on the complaints against present railroad rates before the end of this year. It is known that the commission has a good working knowledge of all the details of this, and will shortly make an announcement as to its decision on the question. It is estimated that this work would entail a cost of about \$30,000.

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ALBANY IS A HEALTHY TOWN

Careful Inspection Has Prevented the Advent of Epidemics.

ALBANY, Or., Feb. 25.—(Special.)—Albany people are indignant over the statement that the Valley towns generally have typhoid fever. County Health Officer Dr. W. H. Davis states that there is not a case of typhoid in Albany, nor has there been for months past. This statement is contradicted by Mayor Meyer, who has kept a prominent physician in the city for some time, and who declares that there is a case of typhoid in Albany, but this year there is absolutely none.

CHAMPION OF THE OLD SOLDIER

Ex-Speaker Made Notable Speeches in the Lower House.

WASHINGTON, D. C., Feb. 25.—Ex-Speaker David B. Henderson, who died at Dubuque, Ia., today, was for many years a prominent figure in the councils of his party and had a host of friends among both Republicans and Democrats in Congress. Succeeding Speaker Reed in the chair, Mr. Henderson presided eloquently over the session of the House.

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Reasonable Compensation Should Be Exact From Corporations.

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Death of Major-General Wood.

DAYTON, O., Feb. 25.—Major-General Dayton G. Wood, U. S. A., retired, died at his home in this city today after a long illness. He was the last survivor of the celebrated class of 1845 at West Point. He is survived by his widow and two sons, Captain George Wood, who served in Cuba and the Philippines in the Spanish-American War, and Thomas J. Wood, now in Idaho. At General Wood's request the burial will be at West Point.

The Honey moon in Cuba.

HAVANA, Feb. 25.—(Special.)—Mr. and Mrs. Nicholas Longworth attended the game of polo this afternoon and this evening were the guests of honor at a dinner given by Secretary of State O'Farrell at about 8 o'clock tonight, they left for Santiago.

EX-SPEAKER DEAD

David B. Henderson Succumbs to Paralysis.

SICK FOR NINE MONTHS

All of His Family but One Son Were at His Beside at Mercy Hospital When the End Came.

Yesterday Afternoon.

DUBUQUE, Ia., Feb. 25.—Ex-Speaker David B. Henderson, of the National House of Representatives, died at 2 o'clock this afternoon of paralysis, which attacked him nine months ago. He began to sink Friday afternoon, rallied Saturday morning, but in the morning lapsed into unconsciousness and fell rapidly, except an end came. All his family, except a son in California, were at the bedside.

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Native Oregonian With Long Army Career.

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Major Scott Lived with his parents at La Fayette until 1871, when in a complete evacuation to Portland he won an appointment to the United States Military Academy.

He completed the regular course at that place with the class of 1875 and immediately afterwards was appointed Second Lieutenant in the Sixth Cavalry in the Department of Arizona and New Mexico. He served in this department from 1875 to 1879 and assisted in removing the numerous Indian disturbances that occurred during that time.

In 1879 and 1881, Mr. Scott, who had been given the rank of First Lieutenant in 1881, took part in the campaigns against the Sioux Indians. During these struggles he was promoted to the rank of Captain of the Sixth Cavalry, and immediately afterwards was stationed at Fort McKimbee, where he remained for one and one-half years, when he was transferred to service in the Yellowstone Park.

In 1881 he was appointed Indian agent to the Chipewya tribe at Ashland, Wis. This position he filled until the breaking out of the war with Mexico, when he was called to active service. He served under General Miles in the Porto Rico campaign. In the battle of San Juan he commanded General Brooks' headquarters and was promoted to the rank of Major of the Tenth Cavalry in 1898.

Since the close of the war with Mexico, Mr. Scott has been stationed one year at Fort Hill, Oklahoma, and one year on recruiting duty at Pittsburg, Pa. During the past four years he has been at the head of the Leech Lake Indian Reservation, where he had charge of 2400 Indians. This position he occupied up to the close of last year, when his service in the Army terminated.

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DELAY ON THE CANAL

Ex-Engineer Wallace Criticizes Government's Methods.

ONE MAN SHOULD CONTROL

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NEW YORK, Feb. 25.—John F. Wallace, ex-chief engineer of the Panama canal, has contributed an article to the March number of the Engineering Magazine, recounting his observations and experience during the year in which he was in charge of the construction work in the canal zone. In this article Mr. Wallace declares it to be his belief that "it will require more time and money to construct a high-level canal on the 35-foot plan under the present method of Government control than would be required by a sea-level canal, provided the work is accomplished by modern efficient methods. He advocates either placing it in the hands of public functionaries, or letting the work be done by one large contracting firm. The article says in part:

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