### SPOKANE IS NOT RAILWAY VICTIM

W. A. Mears Cites Situation in Article in the January Freight.

SITUATION MAKES RATE

·Coast Terminals Have the Advan tage of the Water Transportation and Therefore Get Lower Tariff.

W. A. Mears, of Portland, secretary of the North Pacific Coast Jobbers & Manufacturers' Association, has contributed an article to the January number of Freight, one of the leading shippers' magazines of the country, in which he refutes the contention that the transcontinental railroads have been discriminat ing against Spokane in the matter of freight rates. After calling attention to the complaints which have arisen at Spokane in this matter and been given general credence, Mr. Mears goes on to show that the higher rate to Spokane from the East is due to the geographical situation of that city, and that it will be sable for the Government to force the railroads to make a tariff based upor mileage distances that will after present situation, so far as rates to Pa-cific Coast terminals are concerned. These views, he states, are given, without wishing to become in any way an apologist for the railroads.

No Discrimination, He Says.

He says:

"A discrimination against Spekane means a discrimination in favor of some other town or locality. In this case it would mean a discrimination in favor of the says o Pacific Coast terminal cities—Portland, Seattle and Tacoma. The railroad rates Seattle and Tacoma. The railroad rates at these points are entirely governed by water competition. The railroads are powerless to prevent this. No legislation can be passed governing ocean freights. The sea traffic cannot be controlled. It is open to competition by all the world. The traffic up and down the Mississippl River or any other large, stream is nearly all partial by rail but the rates are very carried by rail, but the rates are very low and are kept so by water competition and nothing else. Water governs the

Suppose Spokane, which is about 400 miles east of either Portland, Seattle or Tacoms, had grown to good size (as other interior cities have) before any railroad from the East had been built to that point. What would the freight rate to Spokane be from the Atlantic Coast cities? It would be the rate around the Horn, or across the Isthmus to either Portland, Seattle or Tacoma, or the Coast, plus the local freight back to Spokane, and it would make no difference whether that freight back from the Coast was carried on the backs of Inians, by mule pack train, by ox team,

#### Cites a Result.

Suppose again that the United States Suppose again to the commission of court, with power to make rates by rail, and that commission, from Norway, where the colonel has arms to Morecco, and the coast patrol make rates by rail, and that commission, bureau or court made a ruling that rates across the continent should be placed on a mileage basis: What, would then occur? Taking the present rates on the Northern Pacific Railroad from St. Paul to Tacoma, we find the fifth-class rates conder which a larger perpertion of goods, in carloads, are classified than in any other) to be as follows: To a point 100 miles west of St. Paul it is 16 cents 100 miles west of St. Paul It is 16 cents per 100 pounds, or \$3.29 per ton. 1000 miles west of St. Paul it is 115 cents per 100 pounds, or \$23.80 per ton. 1142 miles west of St. Paul it is 150 cents

per 100 pounds, or \$30 per ton.
"The rate of \$1.50 per 100 pounds is the same from St. Paul to any point west of the 142-mile point (Sand Point, Idaho, 8 miles cast of Spekane) as far as Orting, Wash. 14 miles east of the Pacific Coast terminal, Tacoma. But this rate is not used when it exceeds the rate to Pacific Coast terminals plus the local rate back. Most of the articles grading as fifth class under the class rates are put into com-modity tariffs at Pacific Coast terminals. and take from 60 to 55-cent rates. Should a commodity take a rate of 55 cents to the terminals, for instance, the local back on terminals, for instance, the local back on fifth-class freight, beginning at a point 267 miles east of Tacoma and extending to Coeur d'Alene, Idaho (including Spokane), is 65 cents—the sum of these two rates is \$1.50—hence this \$1.50 fifth-class rate from St. Paul is only applied as far as a point 129 miles west of Spokane (267 miles east of Tacoma), and from that point to Tacoma the rate gradually grows less (although freight is handed further), because though freight is hauled further), because the local rate back from the Coast grows less as the distance diminishes.

#### Would Raise Rates.

"Under a ruling by the commission, bureau or court, such as indicated, the rall-toads would be forced to raise their rate beyond the 1445-mile point in proportionstely the same amount as now applies to the points east of that point. The aver-age advance per 16 miles, up to the 1442age advance per 10 miles, up to the 1442-mile point, is now 9 cents per 100 miles. This would make the fifth-class rate to points west of the 1442-mile point as follows: 1800 miles, 150 cents; 1700 miles, 168 cents; 1800 miles, 177 cents; Tacoma, 1907 miles, 186 cents, or \$17.20 per ton.

"If a shipment originated in New York to St. Paul is 46 cents, which would make the rate from New York to Orting, Wash, 144 miles cast of Taroma), \$2.32 per 100

(14 miles east of Taroma), \$2.52 per 190 pounds, or \$46.40 per ton. The same class of freight can be landed at Tacoma from New York by ocean at from 50 to 85 cents per 160 pounds, or from \$10 to \$17 per ton, or a difference of \$1.47 per 160 pounds on goods taking the S5-cent rate. The rate on fifth-class freight from Tacoma to Spokane is 65 cents, hence it would save the Spokane shipper 82 cents per 160 pounds (op the same goods) to ship his goods by/water to Tacoma, and by rail back to Spokane. New York by ocean at from 50 to 85 cents

#### Commodity Tariff Rates.

"I have made these two illustrations sufficiently plain, I think, to show anyone why the railroads made rates to Spokane equal the sum of the rate across the con-tinent to the Pacific Coast terminals, plus the local rate back. I wish to add, how-ever, that Spokane has commodity rates on many articles as low as the Pacific Coast terminal rates, and in a good many instances lower. The theory of the corinstances, lower. The theory of the com-modity rate tariff to Spokane is that she shall have terminal rates or less, on all goods that cannot be transported in good condition around the Horn. This is the theory, I say, but even this is not ad-hered to and Szokane today says terminal. hered to, and Spokane today gets terminal rates on many articles that can be and are shipped by ocean. The service now offered by the American-Hawaiian line, sailing monthly (sometimes oftener) from New York to North Pacific Coast ter-minate is good. New York to North Pacific Coast ter-minals, is good. The improved manner of loading and stowing goods, keeping tem-perature in hold reasonably equable, and because time taken in the trip has been so reduced, makes it possible practically to ship any article by ocean, except fruits, vegetables, packing-house products and, generally speaking, perishable goods. Sev-eral carloads of planes have come around

grade buggles and carriages are being shipped, and, with the exceptions noted, as I have said, anything can be so trans-

ported."

Mr. Mears seaches the conclusion that rates to Pacific Coast terminals must always be governed by water competition, and that if the railroads were competition, and that if the railroads were competition advance their freight charges to a mileage basis, more ships and better service would absorb the bulk of the freight traffic. If Spokane has anything to complain of, he asserts, it is the rate from the Coast back to that city. Therefore her complaint lies not with a National her complaint lies not with a National tribunal but with her own State Rall-

#### WORK FOR SCANDINAVIANS

salvation Army Leaders Here on a Tour of Inspection.

Work of the Salvation Army among the candinavians of the West is receiving a new impetus through the efforts of Colo-nel and Mrs. Henry Lee, of Chicago, who began a series of meetings in Portland last night. They are in command of the Scandinavian branch of the Salvation Army west of Chicago. In company with them in Portland are Staff Captain Lena Lindstrom, division officer of the Pacific Coast and Captain Sigurd Jacobsen, who is assisting in their meetings as vocal

Morocco Conference Will Agree on Contraband.

ENEMIES ARE WATCHFUL

France and Germany Unite on Con traband, but Leave Dangerous Points-Moors May Overturn Settlement.

ALGECTRAS, Jan. 20.-The committee of the Morocco conference examining the question of contraband has completed the draft of an agreement which will be sub-mitted Monday. The argument, while Colonel and Mrs. Lee first entered the work of the Salvation Army in America ast August. They came to this country and the various powers and the various powers and the various powers are the country and the various powers and the various powers are the various powers.



COLONEL AND MRS. HENRY LEE.

Colonel and Mrs. Lee arrived in Port-land last night from Seattle. They are making a tour of all the Coast cities. Several days were spent in Seattle and Tacoma, and they will go to San Fran-

cisco immediately after closing their meetings in Portland next Wednesday night. The meeting last night, which was held in the headquarters of the Scandinavian Corps at Fourth and Burnside streets,

was in the nature of a reception to the visiting officers. Refreshments were served, and there was an address of wel-

EVANGELIST MARTIN WILL SPEAK TO WOMEN.



Dr. S. M. Martin.

Dr. S. M. Martin, evangelist at the First Christian Church, is conceded to be one of the most interesting speakers Portland, has ever had the pleasure of hearing. This afternoon at 5 o'clock a special service will be held for women only at which Dr. Marrin will deliver an address. address on "Womanhood and Home." It will be delivered at the First Christian Church, cor-ner Park and Columbia streets.

come by Major Walte, of Portland, and responses by Celonel and Mrs. Lee. The meetings will be continued each night at 8 o'clock, up to and including Wednes-

So'clock, up to and including Wednesday.

"The nature of our trip to the Coast is that of a tour of inspection," said Colonel Lee. "There are many cities in Oregon, Washington and California with Scandinavian colonies of from 56% to 10,000 which have no branch of the Salvation Army. We are here to find out just what the conditions are, and will later take measures to extend our work into these places. We find a cordial welcome awaiting us wherever we go, and the people apparently realize that our organization is accomplishing much good."

Bert Knudson's ball of 115 was declared forfelted because he did not appear and answer to the charge of using profane and abusive language toward a North End bartender. Knudson has had considerable trouble during the past six months, and has been very stubborn and willful against the police and court officials regarding his

German controversy concerning whether France alone or all the powers will exercise surveillance will be deferred until the question of police has been examined. paratory to discussion Monday,

ALGECIRAS, Spain, Jan. 20.—Behind this screen of amiability that envelops the relations of the enveys of the powers to the Moroecan conference, a rising feeling of distrust is observabie, due, seemingly, to the unwilling-ness of both France and Germany to define their positions beyond weaffirm-ing somewhat wearisomely their ad-herence to the open door, the sove-reignty of the Sultan and the integrity

learn precisely what is the position of Germany nor apparently have the German representatives been able to ascertain the joint intentions of France and Great Britain. Extreme exution and lack of confi-

dence have begun to destroy the fa-vorable atmosphere for negotiation which was created by the courtesies

Sigsbee's Squadron at Tangier. TANGIER Morocco, Jan. 19.-The

Morocco May Attack Factory.

Copies of the agreement are being print-ed for distribution to the delegates pre-

As Germany and France are both represented on the committee, the agreement of France to the draft seems to insure the acceptance of the pian of the conference. Both sides express outward satistaction, the Germans appearing to cor sider this another step in deferring France's exercise of any special surveil-lance of authority in Morocco.

DISTRUST BETWEEN NATIONS

German and French Delegates Conceal Their True Purposes.

f his territories.

The French delegates in all their

conversational reconnaissances with their opponents have been unable to

and assurances of the first days. There is, a feeling among the Ambassadors of the less interested powers that trouble is in sight. The Moroccan delegates have become conscious of this and take satisfaction therefrom. The earnestness of the Moroccan delegates over the urgency for foreign prevention of the contraband trade in arms amuses the Morocco specialists in the conference, as the son of Mohammed el Terres, head of the Moroccan mission, has every rich and the like the contrabation of the Moroccan mission, Terres, head of the Moroceau mission, has grown rich out of the illicit traffic in arms and several other persons of the Sultan's court are engaged in this husiness. Smuggled cartridges are said to be sold regularly along the coast, and cast-iron rifles are specially made for the Arrican trade at 8 apiece.

The delegates are beginning to show signs of weariness of the limited diversions of the village, and therefore, they werome the announcement of a builfight, January 25, in which three noted manadores will participate.

TANGIER Morocco, Jan. 18.—The American cruiser squadron, commanded by Rear-Admiral Charles D. Signsee, sailed from here today for Algiers.

The American squadron was received with great honors. Admiral Signsee exchanged visits with the Moorish officials and others. Mr. Phillip, American Charge d'Affaires here, organized a wild boar hunt and also an evening dance for the officers of the squadron.

Mal.AGA, Spain, Jan. 29.—The report is current at Melilia, the Spanish settlement on the north coast of Morocco, that the Moroccan gunboat Sid El Turki is prepar-ing to bombard the Maripica factory, where the Belgian flag is floating.

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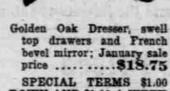
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#### DI ANC COD ITC | IDDADY ing-room. The building will be well light- there was diphtheria will be required to TLAND TUN 110 LIBHART

PACIFIC UNIVERSITY TO HAVE FINE BUILDING.

Andrew Carnegie Has Contributed Twenty Thousand Dollars for the Construction of It.

Plans for a handsome library building to be erected by Pacific University, at Forest Grove, are now being prepared in the office of one of the Portland archi-tects. Andrew Carnegie several months tects. Andrew Carnegie several months ago offered \$5,000 to the university for the erection of such a structure on condition that the friends of the institution donat an equal amount to provide for its main-tenance. All but \$4000 of this fund has now been raised, and President W. N. Perrin, of Pacific, is confident that the remainder will be forthcoming in a short

The building is to be of classical design. The building is to be of classical design, following in general the type which has been most popular with builders of the many Carnegie libraries throughout the country, its site will be the southwest corner of the beautiful 30-acre campus at Porest Grove, several hundred feet from Marsh Hall, the main building at the

university.

The dimensions of the building are to be 78x24 feet, it will be constructed entirely of pressed brick and stone, and the interior arrangement will provide every convenience. It will be a one-story struc-ture with a 16-foot ceiling, and with a basement 8 feet in depth below the main floor. There will be three large apartments, a book, a periodical and a read-

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ed and will have a dome rising from the

In the basement, besides the heating apparatus, there will be apartments set aside for the use of the college literary societies and for the student publication, the Weekly Index. There will also be several storerooms in this part of the build-

Pacific University has a library of more Pacific University has a library of more than 14,000 volumes, the largest college library in the state. The present quarters set aside for library purposes in Marsh Hall have proved inadequate, and both faculty and students of the institution are eagerly looking forward to the completion of the new building. The university has the most valuable collection of old and rare books in Oregon. Many of its volumes were on display in the edu-

its volumes were on display in the edu-cational exhibit at the Lewis and Clark Exposition, where they attracted much attention. Professor Joseph Marsh, the librarian, is the oldest teacher in the university, and a son of the first president of the institu-tion. He has been largely instrumental in gathering the valuable collection of books for Pacific, and still takes an active part in its supervision.

Will Reopen the School.

South Mount Tabor public school which has been closed because of diph-theria since January 12, will reopen to-morrow. The schoolhouse has been thoroughly disinfected and everything possi-ble done to prevent any spread of the disease. Any pupil who had diphtheria or any pupil belonging to a family where

a certificate from a physician or health officer before he will be allowed to re-enter school. There were four cases of tilness in the school when it closed.

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