RAILROAD RATE WAR ON.

Wholesale Cut on East as Well as West Bound Business.

CANADIAN PACIFIC'S WORK.

Special Meeting of Big Lines Will Be Held in Chicago Today, and Unless There Is a General Reduction American Lines Are Likely to Lose Enormous Business From the New England States.

The first step in the railroad rate war that has been predicted by the Post-Intelligencer has been taken, and yesterday the new rates for east-bound travel were quoted. The Northern Pacific, Great Northern and Oregon Railroad & Navigation Company appeared simultaneously in the street with association rates, and the Associated Press announced a wholesale cut on west-bound business.

Inquiry at the offices of the Canadian Pacific brought out the information that its rate sheet, effective twenty-four hours later than the others, had been received. All of the lines except the Canadian announce the rates for today, and the Canadian for tomorrow.

There is a decided cut in east-bound business, and the argument is naturally advanced that the rates were made to work up a travel that will offset the long deadhead haul of empty passenger equipment that is brought West filled with Klondike passengers. This opinion prevailed until subsequent dispatches conveyed the intelligence that the war was general in all directions, and that all association roads are involved as well as the Canadian Pacific.

The New Schedule.

The new schedule obtained at the Great Northern office yesterday, which is identical with that of the N. P. and O. R. & N. Co., and the Canadian as far as points in Eastern common territory is concerned, is as follows:

"Effective the 19th inst., limited rates to St. Paul, Duluth and all points on line in Minnesota, North and South Dakota, Montana and Manitoba, where present rates are higher, will be $25 first, limited, $20 second. To Chicago first, limited, $31.50; second, $26.50. To points in Minnesota via St. Paul, $25 first and $20 second, less than current rates from Seattle. To points in Iowa, $25 first and $20 second, less than current rates from Seattle.

"Rates to intermediate points to Chicago not to be higher than $31.50 first, $26.50 second.

"To points in Missouri, $25 first, $20 second, less than current rates from Seattle.

"To points in Wisconsin, $25 first, $20 second class, less than current rates from Seattle.

"Rates to intermediate points to Chicago not to exceed $31.50 first, $26.50 second.

"To points in Illinois on and north of line of Wabash railroad, Hannibal to Chicago, first, limited, $31.50; second, $26.50.

"To points in Illinois east and south of above line, local over nearest junction point, or $25 first class and $20 second, less than current rates from Seattle.

"Through rates not to exceed $40 first class and $30 second.

"To points in Indiana local over Chicago, not to exceed $40 first, $30 second.

"To all points in United States east of Indiana, Ohio state line on and north of Chesapeake & Ohio, Cincinnati, via Clifton Forge, Charlotteville, Washington, Baltimore, Philadelphia to New York, first class, limited, $40; second, $30.

"To points in lower peninsula of Michigan, local over Chicago, not to exceed $40 first class, $30 second class.

"To points in upper peninsula of Michigan, local over Duluth, not to exceed $40 first class, $30 second.

"To all points in Ontario and Quebec, on and south of main line of Grand Trunk railway, Port Huron to Montreal inclusive, $40 first class, $30 second.

"Same general basis of routes as for regular rates.

"Rates from Portland will be $5 higher than Seattle."

Canadian Pacific's Independence.

The foregoing rates, which are common to all roads doing business out of Seattle, do not indicate any differences on the part of the American roads, but the difference in the time when the rates become effective showed the Canadian Pacific's independence on the matter of agreement. The rates by the American roads exhibit the fact that the business sought is for all points in Western, Central and Eastern Passenger Association territory, and is natural enough under existing passenger conditions. It is now a question as to what the roads will do in the matter of west-bound travel. The demand by the Canadian for the same differential on Alaska business that it gets for California, is said by the other roads to have been absurd. They say that the Canadian did not expect to have the Western and Central associations allow it, but it made it so as to shake off any moral obligation as to agreement that might in the past have existed on west-bound business. The Canadian maintained its privilege to name its own rates and conduct its own business as it pleased, and while the other roads endeavored to bring about a rate agreement they were compelled to admit the Canadian's independence as long as it saw fit to maintain it. The Canadian refused to treat with the American roads until what it claimed was a payment of excessive commissions was discontinued. Coming as it does, where passenger business is taxed to its limit on roads leading to the Northwest, the war is to be regretted. The stand taken by the Canadian left nothing else to be done, apparently, except to meet its rates. The Associated Press gives the effect of the announcement from other points as follows:

A Wholesale Reduction.

CHICAGO, Feb. 18.—The Canadian Pacific road today exploded a bomb among its American competitors by announcing a wholesale reduction of rates. These cuts affect business in two directions. In the first place, the rates from all New England points to Minneapolis and St. Paul are slaughtered, and again New England points and points in the state of New York have a blanket rate applied so far as all business to North Pacific coast points is concerned.

These transcontinental rates have been cut almost in two. The present rates from the Atlantic seaboard to the North Pacific coast are $79.50 first class and $67.40 second class. Tomorrow the Canadian Pacific will make these rates from all points in New England and New York $40 first class and $30 second class. Rates to St. Paul will be cut from $29.50 first class and $28.50 second class to $20 first class and $19 second class.

On learning the Canadian Pacific's intention in the matter, the Grand Trunk road at once invited the Chicago roads to join it in meeting these rates via Chicago.

They have been importuning the Grand Trunk for months to join them in meeting Canadian Pacific rates, little thinking that as soon as such an agreement was affected the Canadian Pacific at one slash would work such havoc with their revenues. If they agree to the Grand Trunk's request, it will mean the immediate reduction of the rates from Chicago to North Pacific points from $61.50 first class and $51.50 second class, to $40 first class and $30 second class.

Doubtless the Northern Pacific and the Great Northern roads will be as anxious as the Grand Trunk that the Chicago roads should join in meeting the rates.

Their refusal would simply mean that they had gone out of business for the time being, and that would mean that the two roads named running west from St. Paul would get little or none of the business, because they would have no Eastern connections to take it to them, and the Canadian Pacific is not likely to give them any. A meeting of interested lines has been called for tomorrow to decide on some definite course of action, but it may have to be adjourned to the beginning of the week on account of the absence of many of the general passenger agents in the East. At a meeting held here today it was decided to ask the trunk lines to assist in fighting the Canadian Pacific.

News From Other Points.

BUFFALO, Feb. 18.—The Commercial says:

The Klondike rate war between the Canadian Pacific and American lines has assumed a serious aspect, and, judging from official circulars received in Buffalo this morning, it will wax fiercer during the next thirty days.

The Canadian Pacific has officially announced that it has reduced its regular fare from Buffalo and surrounding territory to Vancouver and other North Pacific coast points to $40 first class and $30 second class. This means a cut of $24.50 for first class and a cut of $26 for second class.

The regular rate published by American lines is now $63.50 for first class and $41 for second class to Pacific coast points.

MONTREAL, Feb. 18.—The Canadian Pacific railway has made a cut in grain rates from Duluth to the Atlantic seaboard. The Duluth, South Shore & Atlantic, one of the Canadian Pacific lines, has announced a rate of 23 cents on grain, flour and millstuffs. Freight Traffic Manager Bosworth stated today that this rate is made on a basis of the present rate of 17 cents from Chicago to Boston, together with the rate of 6 cents from Chicago.

NEW YORK, Feb. 18.—The railroads forming the New England Passenger Association have declined to grant the application of the New York Merchants' Association for reduced rates from New England territory. The association says it declines the application "on account of the low regular rates prevailing."

The merchants' association has filed a protest against this action, and has asked for a reconsideration of the matter.

The roads forming the Southern Passenger Association also declined to grant the application of the merchants' association for reduced rates in their territory. The counsel for the roads held that such rates would be in the nature of a discrimination and against the spirit of the interstate commerce law.

The other associations did not regard the matter in that light, a decision by Judge Cooley having settled it, in the opinion of the Trunk lines and of the Joint Traffic Association.

The News in Tacoma.

TACOMA, Feb. 18.—The Northern Pacific railroad announced a big cut in passenger rates, to become effective Saturday, February 19. The rate from Tacoma to St. Paul, Duluth and points in Minnesota, North Dakota and Manitoba will be cut in two. Heretofer the rates to the above points have been $50 first class and $40 second class. In effect next Saturday the rates will be $25 first class and $20 second class. The rates from Tacoma to Chicago will be $31.50 first class and $26.50 second class. To points in Ontario and Quebec, as far east as Montreal and south of the line of the Grand Trunk railway, Port Huron to Montreal, $40 first class and $30 second class. The same rates will prevail from the East to Tacoma. The Canadian Pacific announces that it will meet these rates one day later, Sunday, February 20.

Late Advices From Chicago.

CHICAGO, Feb. 18.—The Grand Trunk railroad today asked the Chicago-St. Paul lines to allow it to meet the Canadian Pacific reduction in rates to Pacific coast points, in view of the rapidly increasing Klondike business. A special meeting of the interested lines will probably be held tomorrow. Should the Canadian Pacific rates not be met, the result may be the loss of nearly all the New England traffic by the American lines. Should the cut be met it is considered probable that the Canadian Pacific will follow with another reduction. Besides its sensational cut in passenger rates to Pacific coast points, the Canadian Pacific has cut rates from New England points to St. Paul to $50.50. Its new rates to the Coast are blanket rates, covering all New England and New York points.

Office Desks.

A Carload of Office Desks Now on Sale.

A carload of Office Chairs, Revolving Chairs, etc., just received.

FREDERICK, NELSON & MUNRO

Furniture, Carpets, Stoves and Household Goods,

RIALTO BLOCK, SECOND AVENUE.

SUNDAY "P.-I."

30 PAGES.

A Magazine With a Newspaper.

WASHINGTON'S BIRTHDAY; side lights on the character of the Father of His Country.

PRENTICE MULFORD; one of the most remarkable men of the century.

HOW JULES VERNE WRITES HIS BOOKS; the great novelist's private life.

BAB SAYS TRUTH IS FASHIONABLE.

SPRING STYLES; the latest fashionable millinery.

TRUST OF THE ASTOR HEIRS; they plan to perpetuate a great fortune.

BURIED CITIES UNEARTHED; traces of a very ancient people.

A POOR MAN'S ROMANCE; story by J. Monk Foster.

EPIGRAMS FROM THE CLASSICS; Marcus Aurelius.

STAGELAND; theatricals in New York.

MARDI GRAS CARNIVAL; typical costumes for a gay time.

SOUTH AMERICA IN 1898; plan for a series of letters by Frank G. Carpenter.

THE BICYCLE SKATE; new runners for general use.

LEGIBLE POSTMARKING; a reform introduced by the department.

POLITICAL CARTOONS.

ILLUSTRATIONS BY FAMOUS ARTISTS.

SALE OF THE KANSAS PACIFIC.

Government Lien on Middle Division Brings $5,300,000.

TOPEKA, Feb. 18.—A special to the Capital from Salina, Kan., says: The government lien on the Middle division of the Kansas Pacific railroad, in Kansas, was sold this morning in this city. The road was bought by Alvin W. Krech and Winslow S. Pierce, representing the reorganization committee, for $5,300,000. There was no competition at the sale. Mr. Krech was the only bidder.

FOR HIS NEW BLOCK.

John Noyes Takes Out a Permit for a Fine Building.

Another big brick block is to be added to Seattle's already large list of business buildings by John Noyes, the owner of the present Noyes block, in which the Rainier-Grand hotel is situated.

The new building will be of brick, seven stories, and will be located immediately adjoining the Rainier-Grand, at the southwest corner of First avenue and Madison street, on the lot which has stood vacant since the great fire in 1889. The plans for the new building show that it is to be 60x111 feet and 96 feet high, and the specifications show that 12,000 yards of plastering will be used in its construction. The building permit, issued yesterday by the board of public works, gives the estimated cost of the building at $75,000.

Royal is the greatest of all the baking powders in strength, purity, and healthfulness.

HONEY.

THE KIND MADE BY BEES

10c per Frame

1-2 Gal. Tins, 45c Each.
1 Gal. Tins, 80c Each.

Pacific Trading Co.
GROCERS
111 OCCIDENTAL AVE.

LUCILE STILL AT NANAIMO.

Government Expedition Not Moving Toward Dyea.

THERE IS TROUBLE AHEAD.

Ship Is in British Waters, International Complications May Arise, and Washington, D. C., Officials Will Likely Have to Act in the Matter—In the Meantime, the Government Is Losing Its Money.

To the legal department of the government, the war department has relinquished the Lucile affair. The ship on which the detachment of the relief expedition and the army pack train was loaded several days since is now in the harbor of Nanaimo, B. C., with no likelihood of being moved immediately. The long confinement which the animals would be forced to undergo by an ordinary voyage is lengthened by this unexpected delay, and meanwhile the season is advancing and the possibility of taking relief into Dawson is growing less.

After telegraphing half of the night Thursday night, Capt. Robinson yesterday learned from Capt. Libby, manager of the Puget Sound Tugboat Association, that until the Sea Lion could be overhauled and repairs made to her machinery, the tug could not be dispatched to the relief of the Lucile.

Mr. Gay, the United States district attorney, who has charge of the case of the Lucile for the government, was yesterday asked what steps had been taken in the matter. He replied: "We are investigating the status of the Lucile affair. I am not yet prepared to say anything, except that we are in communication with the department at Washington and with the tugboat company at Port Townsend. The present delay, which is most unfortunate, is due to the press of business put on the towboats on the Sound. This is the statement made to me by those who are in a position to know. Capt. Robinson has done all that he could. He investigated the standing of the parties who were to convey the Lucile north. He was informed that the Puget Sound Tugboat Association would carry out its contract with Havner & Co. As I understand the matter, the government has no contract with any one but Havner & Co."

Mr. Havner stated last night that provision was made for a delay at Nanaimo and for the landing of the stock, if necessary. "I believe that the ship will be taken out of Nanaimo tonight," he said last night. "One of the tugboats controlled or operated by the company of which Capt. Libby is manager will take the Lucile north. We have a contract with them."

Meanwhile the Lucile, being in British waters, is secure from Federal process. A question as to the right to land the expedition on British soil has arisen, and it is possible that the state department will have to take a hand in the matter from Washington.

NAVARRO FROM ALASKA.

Brings Down Four Men From the Interior—A Rough Voyage South—No Late News of Disaster.

Steam schooner Navarro arrived at 3 o'clock yesterday afternoon from Alaskan ports, having on board four men from Dawson.

The Navarro left Skagway last Saturday evening and encountered stormy weather throughout the entire run to the Sound. During the greater part of the voyage the wind blew from the southeast quarter, causing high cross-seas to rise, which greatly impeded the vessel's progress. Snowstorms were also of frequent occurrence.

The four passengers who came down on the Navarro were returning Klondikers, all being from the interior. A large number of miners boarded the vessel at Dyea, but went ashore at Juneau.

The passengers who returned on the Navarro were G. W. Reeves, Walter Kerry, J. B. Dyer and L. K. Munson, from Dawson. They brought no late news of any importance, and there was very little gold on board. No news of importance regarding the Clara Nevada accident, other than that already known, was brought down by the Navarro. Up to the time the vessel left Juneau no survivors of the disaster had been found. Things are quiet at Skagway at present. Many people are arriving there daily from the interior.

IN THE WRONG CROWD.

Foley Said United States Could Whip Spain—Someone Struck Him.

With several ugly gashes on his head and face, from which blood was flowing profusely, William Foley, a longshoreman, rushed into Heussy's drug store, on Main street, about 10:30 last night and asked to be sent to the hospital.

One of the clerks placed the injured man in a chair and attempted to check the flow of blood, while another telephoned to police headquarters and had Foley removed there for temporary treatment. City Physician Smith put several stitches in the wounds and bound up the wrecked head and face. Foley said he was drinking beer in a mug saloon on the water front when the explosion of the battleship Maine and probable consequences came up for discussion, among a crowd who were strangers to him. He volunteered the opinion that the United States had more than enough battleships left to wipe Spain off the face of the globe if it came to war, and proceeded to give some statistical information, which was disputed, as was also his right to a place in the argument. Foley became angry and called one of the strangers a liar, which was resented by a blow on Foley's nose. Foley struck back with a beer glass and knocked his assailant out, but he was then jumped on by five or six others, who floored him with beer mugs and then tried to kick his head off. They succeeded in inflicting three large wounds on the top of his head and one on the left side of his face before he got away from them.

HALF RATES FOR EVERYBODY.

Go East now; rates to Omaha, Kansas City and St. Paul $20, to Chicago $26.50, to New York and Boston $30, via O. R. & N. and Union Pacific or Rio Grande. E. E. Ellis, General Agent, 618 First avenue.

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The fac-simile signature of Chas. H. Fletcher is on every wrapper.

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See this label. It means the best obtainable for your money.

A Boy's Best Friend Is His Mother.
A Mother's Best Friend This Store.

Everything her boy wears is here. Not a style missing in

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NOTICE.

MADAM VERNELO

The Noted Magician,

Will Give a Magical Entertainment in Our Show Window at 11 A. M. and 3 P. M.

KLINE & ROSENBERG,

Nos. 625 and 627 First Avenue.

RECEIVE EXECUTIVE CLEMENCY.

A Number of Prisoners Pardoned or Have Their Terms Reduced.

OLYMPIA, Feb. 18.—Following is the governor's action in the matter of pardons recommended by the board of pardons:

Terry Chambers, King county; a clear case of stealing a valuable horse; sentenced to two years; time expires the 3d of next month; petition denied.

Thomas James and Frank Coombers, of Garfield county; jointly found guilty of stealing property of small value; sentenced to seven years; have served more than four years' actual time; pardons granted.

Barney Martin, King county; sentenced to seventeen years for assault to commit murder; commuted to thirteen years; time expires next June.

Frank Peebles, Spokane county; has served two and a half years' actual time for larceny of old clothing of little value; pardon granted.

John T. Logan, King county; robbery; petition defective; it does not give the name of the judge, and particulars of the crime are lacking; it is not supported by the judge, prosecuting attorney or any other person, aside from the prison physician; petition denied.

Harry M. Earle, Pierce county; one year in jail for embezzlement; has served out his time, and is given a pardon, restoring citizenship.

George T. Williams, King county; stolen books found in his possession; found guilty of burglary; has served four years' actual time; pardon granted.

W. L. Reed, Elisha Blankenship and William Jones, Garfield county; three young men found guilty of stealing cattle and sentenced to one year each; petition denied; if their conduct has been good, citizenship will be restored.

See Treen's ad. on page 5. Special sale of shoes. Notice display spring shoes in windows.

Supreme Court Decisions.

OLYMPIA, Feb. 18.—The supreme court today filed opinions in the following cases:

Benton Embree, appellant, vs. Mary Ann Mackay, respondent—Appealed from Chilam county; reversed.

August Anderson, respondent, vs. Willis H. White, defendant; R. R. Drummond, garnishee defendant and respondent; John R. Palmer, intervenor and appellant—Appealed from Pierce county; affirmed.

State ex rel. Attorney General, appellant, vs. E. H. Morrison and William James Stewart, respondents—An action brought in the superior court of Spokane county to set aside a lease made by respondent to his co-respondent Stewart—an alien who had not declared his intentions—for the term of ninety-nine years. It was the contention of the plaintiff that the lease is in violation of the prohibition contained in section 32, article II., of the state constitution, prohibiting ownership of land by aliens. The supreme court holds that a lease to an alien for a reasonable time is valid, but that a lease for a term of ninety-nine years is an unreasonable time and invalid. If, the court contends, a lease for ninety-nine years can be sustained, it would amount to a practical defeat of the constitutional inhibition.

Josephine I. Keef, appellant, vs. H. L. Tibbals, sr., and Mary C. Cook, defendants; John Trumbull and Thomas F. Trumbull, respondents, vs. Millie H. Merrick, defendant—Appealed from Jefferson county; reversed.

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French Dinner From 4 to 8 P. M.

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