

YELLSTONE THE BEST OF ALL WHISKIES FOR SALE EVERYWHERE ROTHCHILD BROS. AGENTS, 20-26 NORTH FIRST STREET

Imperial Hotel Co. SEVENTH AND WASHINGTON STS., PORTLAND, OREGON. AMERICAN AND EUROPEAN PLAN.

CAMERAS PREMIO POCO RAY MONTAUK. BLUMAUER-FRANK DRUG CO. 144-146 FOURTH ST., NEAR MORRISON

W. G. McPHERSON, Heating Engineer 47 FIRST STREET. Look for the maker's name. Your good judgment will tell you to waste no money on an article if the maker hasn't enough confidence in his work to put his name on it.

THE PORTLAND HOTEL PORTLAND, OREGON. AMERICAN PLAN \$3.00 PER DAY. COST ONE MILLION DOLLARS HEADQUARTERS FOR TOURISTS AND COMMERCIAL TRAVELERS.

Library Association of Portland 24,000 volumes and over 200 periodicals \$5.00 a year or \$1.50 a quarter Two books allowed on all subscriptions.

Stylish Oxfords Queen Quality Only One Pair. \$2.50. Postage 20 Cents. E. C. GODDARD & CO. Oregonian Building.

ANOTHER DEFEAT British Suffered at the Hands of Gen. Dewet. NORTH OF BLOENFONTEIN Killed and Wounded Number 600; Captured 900. THE BOER LOSS WAS TRIFLING News Received From Correspondents, and Not Announced by the London War Office.

BOERS MOVING CAUTIONALLY. LONDON, April 11.—The Bloemfontein correspondent of the Times, telegraphing Monday, says: "The Boers are making desperate attempts to discover a strategic opening. Their numbers are unknown to us, but are anywhere between 300 and 500. They are moving cautiously. Remnants are arriving, but the Boer animals are little liked by the cavalry."

ISLAND OF ST. HELENA, April 11.—The Nioke and the Milwaukie have arrived here with the Boer prisoners. Their health is good, with the exception of four cases of measles necessitating the Milwaukee being quarantined. The prisoners are quiet and well behaved. They will probably land tomorrow. The Governor has been notified of the desire of the authorities that the prisoners be treated with every courtesy and consideration.

Intrenching at Bloemfontein. LONDON, April 11.—The Bloemfontein correspondent of the Morning Post says: "The water supply continues satisfactory. Intrenching is proceeding vigorously on the hills commanding Bloemfontein. Civilian labor is to be utilized. Sickness among the troops is somewhat diminishing."

SCOUT BURNHAM'S STORY. Description of the Boer Trek From Karoo Spruit. LONDON, April 11.—A dispatch to the Morning Post from Bloemfontein, dated April 9, gives a description by F. R. Burnham of the American scout with General Roberts, of the Boer trek from Karoo Spruit. Mr. Burnham says: "Owing to a report that the British had occupied Brandfort and were moving to Winburg, the course of the convoy was altered and the Boers pushed forward with increased speed toward Winburg. They expected cavalry pursuit every hour, and the convoy was protected with the greatest care and subtlety, the road being taken between kopjes held and evacuated in succession by rear guards. The trek proceeded throughout Sunday, and Monday morning the convoy was 10 miles from Winburg."

Remnants and Wastage. BLOEMFONTEIN, Monday, April 9.—Remnants are continually arriving, but competent authorities estimate that the wastage of horses monthly by the British forces in South Africa must be calculated at not less than 5000. Reichmann, the Boer Leader. LONDON, April 11.—The Berlin correspondent of the Daily News asserts that Reichmann, who is credited with having led the Boers at Komerspruit to the American military attaché, Captain Carl Reichmann.

OCEAN MAKES RATES Water Competition Controls Transcontinental Tariffs. DIFFERENTIALS ARE LEGITIMATE Northwest Jobbers Testify Against the Middle West Petition for Freight Concessions. Commissioners J. C. Clements and J. W. Fifer, of the Interstate Commerce Commission, heard the testimony of Portland merchants, in the United States Courtroom, yesterday, in opposition to the petition of the Middle West jobbers for graded rates, elimination of differentials between carload and less than carload shipments, and for the extension of terminal rates to all points on the Pacific Coast. Last May the Northern Pacific and Great Northern Railroads made a heavy cut in differentials on paints and oils, and hardware, and the result has been that Middle West jobbers have got away with a considerable slice of trade that properly belongs to Portland, Seattle and Tacoma. Much of the testimony yesterday related to the effect of these differentials, made at St. Paul, and the result if they should be universally adopted. The jobbers who testified yesterday put up a strong and convincing case. In demanding the concessions set forth in the petition, the Middle West ignores the influence of ocean transportation in rate making. The Portland jobbers showed that the freight on the Pacific Coast, when it is utilized for commerce, all rates, whether graded or otherwise, must be based upon it. Mr. Fifer scored a strong point on the coast when he told the reason why Pacific Coast shippers cannot reach the Atlantic market with goods originating in the Middle West. The rate from the Middle West to Yokohama or Hong Kong is the same as from the Middle West to Portland. If Portland merchants wish to sell Middle West goods in the Asiatic field they must pay the goods, pay freight on them to Portland, then the freight to Asia. These rates amount to prohibition, and effectively shut Portland out of Asia, so far as Middle West goods are concerned. The steamship company to which Mr. Fifer complained explained that in making such rates to the Orient it had to take into consideration the water competition from Europe by way of the Suez canal. If water competition influences rates to the Asiatic field, it certainly affects railroad rates to the Pacific Coast. All the witnesses impressed upon the commission that if differentials are to be lowered still further, the Pacific Coast jobbers can and will divert all goods that do not have to come by railroad to the rail and steam vessels coming by way of Cape Horn and Panama. This was the way the Pacific Coast got its stocks before the days of transcontinental railroads, and the ocean is just as deep and wide and free now as it was then. Vessels can be built in the cargo as they offer. Since the decreased differentials of the Great Northern and Northern Pacific became effective last May, considerable traffic has been diverted from the railroads to the ocean. Middle West Position Answered. Mr. Pillsbury, counsel for the Pacific Coast jobbers, who examined the witnesses, brought out the points that the St. Paul differential is payable to the Middle West and hostile to the Pacific Coast; that they give the Middle West an advantage to which it is not entitled and which ignores the geographical position of the coast; that the ocean competition has always had and will have; and that graded rates must be based upon water competition. Mr. Christie's defense, in the cross-examination of the Middle West jobbers, was that the competition from his section gives the Coast retailers and jobbers the benefit of lower prices and opportunity for dealing in a larger market. He set up, through the railroads, that the answers of the jobbers in the hearing had been made to the detriment of the service rendered, that there was no reason why they should increase rates to protect Coast jobbers, that the answers of the jobbers in the hearing had been made to the detriment of the service rendered, that there was no reason why they should increase rates to protect Coast jobbers, that the answers of the jobbers in the hearing had been made to the detriment of the service rendered, that there was no reason why they should increase rates to protect Coast jobbers.

TONGUE A THIRD TIME Only One Ballot at McMinnville Convention. TEN VOTES MORE THAN NEEDED George A. Steel and John B. David for Delegates to Philadelphia—Quick Work. McMinnville, Or., April 10.—Representative Tongue was nominated for his third term on the first ballot at today's convention of First District Republicans. He received 55 votes, 10 more than necessary. His nearest competitor was Gatch. NOMINATED YESTERDAY FOR A THIRD TERM IN CONGRESS FROM THE FIRST DISTRICT OF OREGON. Curry County—A. H. Crook, J. R. Miller, P. Hughes. Douglas County—W. D. Clark by J. T. Bridges, C. E. Wade by Frank H. Rogers, A. E. Nichols by J. B. Riddle, H. Mooney by J. T. Bridges, S. L. Dillard by J. T. Bridges, J. H. Booth, G. W. Riddle, J. I. Chapman by J. T. Bridges, A. G. Tongue by J. T. Bridges, G. L. Franklin, J. L. Strathford by E. D. Strathford, W. C. Conner by J. T. Bridges. Jackson County—Theo. Cameron, C. E. Stewart by E. D. Briggs, G. W. Dunn, F. D. Wagner, G. M. Love, C. A. Hitchcock by D. McCarthy, H. E. Ankeny, M. L. Alford, George L. Davis by J. M. Koene, E. Ray, Josephine County—L. V. Stewart, Dr. F. W. VanDyke, H. L. Truxax by F. W. VanDyke, F. W. Chausse, R. A. Booth, W. H. Hampton by F. W. VanDyke, R. G. Smith by F. A. Booth. Klamath County—R. S. Moore, H. F. Murdoch, W. L. Arant, L. F. Willis, by R. S. Moore. Lake County—J. E. McGarvey, P. J. Brattain, by J. E. McGarvey, Charles Tompkinson, L. D. Drake, by E. M. Brattain. Lane County—C. F. Hulbert, H. B. Miller, L. E. Park, O. A. Campbell, J. F. Kelly, C. J. Howard, George T. Hall, P. H. Hart, C. P. Burkholder, by C. J. Howard, J. C. Brattain, A. D. Hyland, by William Preston, E. F. Chapman, by William Preston, R. F. Scott, by William Preston, L. E. Brain, by T. W. Harris. Lincoln County—J. R. Mays, T. J. Buford, P. R. Sturtevant, T. W. Gorman, by P. R. Sturtevant. Linn County—M. H. Wilds, S. E. Young, W. W. Francis, by P. R. Kelly, C. L. Morris, by H. H. Hewitt, J. S. Van Winckle, Dr. W. H. Booth, by S. A. Dawson, M. F. Dawson, by S. A. Dawson, R. W. Fisher, E. B. Pease, P. R. Pease, by M. F. Dawson, by R. A. B. Veal, W. W. Bailey, by George W. Wright, George Wheeler, by P. R. Kelly, E. E. Larimer. Marion County—W. E. Hurst, J. D. Simmons, J. F. Shuck, C. W. Murphy, T. C. Smith, L. J. Adams, N. W. Silver, W. J. Irwin, George P. Hughes, Lot R. Pearce, J. H. McNary, J. N. Smith, John Knight, A. S. Antonson, E. E. Zeigler, by McKinley Mitchell, H. H. Humphreys, by Walter Toote, T. B. Jones, A. Gesner, W. T. Whitlock, T. B. Patton, G. W. Youngren, J. T. Jones, William Armstrong. Polk County—R. E. L. Steiner, A. F. Toner, Thomas Wann, Samuel Phillips, R. Trullinger, Ira Smith, F. A. Patterson, Frank Gibson, R. L. Kelly. Tillamook County—W. C. Severance, W. H. Cooper, W. C. King, C. E. Reynolds, F. R. Beale. Washington County—Benjamin Schofield, J. S. Eddy, A. Macrum, W. N. Barrett, Dr. J. P. Tammie, G. H. Wilcox, John Connell, J. C. Moore, Grace Wilson, J. J. Kruatli, by W. N. Barrett, C. Lystrap, F. W. Cady, John Winters. Willamette County—J. McKern, Jesse Edwards, G. S. Wright, Isaac Daugherty, J. T. Gowdy, O. P. Johnson, J. G. Eckman, J. E. Hubbard, Ivan Daniels, by J. H. McNary, J. N. Smith, John Knight, A. S. Antonson, E. E. Zeigler, by McKinley Mitchell, H. H. Humphreys, by Walter Toote, T. B. Jones, A. Gesner, W. T. Whitlock, T. B. Patton, G. W. Youngren, J. T. Jones, William Armstrong. Polk County—R. E. L. Steiner, A. F. Toner, Thomas Wann, Samuel Phillips, R. Trullinger, Ira Smith, F. A. Patterson, Frank Gibson, R. L. Kelly. Tillamook County—W. C. Severance, W. H. Cooper, W. C. King, C. E. Reynolds, F. R. Beale. Washington County—Benjamin Schofield, J. S. Eddy, A. Macrum, W. N. Barrett, Dr. J. P. Tammie, G. H. Wilcox, John Connell, J. C. Moore, Grace Wilson, J. J. Kruatli, by W. N. Barrett, C. Lystrap, F. W. Cady, John Winters.

Table with columns: Ave. No., Total. Rows include Benton, Cecil, Curry, Douglas, Jackson, Josephine, Lane, Lincoln, Marion, Polk, Tillamook, Washington, Yamhill. Total 131.