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720 Main Street:



MONDAY, FEBRUARY 3, 1902.

GENERAL NEWS

Eighty-five miners killed and 75 more buried under debris is the awful record made by a dust explosion at the Honda mines in Mexico.

The first monthly installment, amounting to 1,820,000 taels, of the Chinese indemnity was paid Saturday to the bankers' committee of the powers at Shanghai.

The republican press continues to flay the ways and means committee for its action in making the sweeping war tax reduction and for doing nothing for Cuba.

General Chaffee has cabled to the war department a report of the march of Major Waller and his marines across Samar. It is the first full account of the march, and tells a tale of terrible suffering and hardship.

It seems almost certain now that the house ways and means committee will not allow the Cuban reciprocity bill to come before that body. The friends of Cuban concessions assert that if they could ever get a vote in the house they would be able to carry it.

When the tunnel under the North River is completed, the Pennsylvania railroad will land its passengers in the new station, which will extend from Eighth to Tenth avenues, between Thirty-first and Thirty-second streets. The tracks will be below the street level, as the tunnel road will continue to the Long Island City terminus of the Long Island railroad, directly across Manhattan island. Elevators will take passengers to the street level, and the waiting rooms will be on the floor above. Trackage facilities will be sufficient for the handling of all passenger trains run into New York. The other floors of the tall building will be used for the executive offices in charge of the New York business.

PACIFIC NORTHWEST NEWS

Senator Foster is not having things all his own way in dealing out Washington patronage. In spite of his statement that the situation today is exactly what it was six months ago.

The feature of the new Portland charter which many of its framers contend will do more to give Portland good streets than any other is the provision making it the duty of the city to keep up repairs, once a pavement is down, and pay for them out of the general fund.

Based upon the latest available data, the chief of engineers estimates that it will cost \$6,331,672 to construct the waterway connecting Lakes Union and Washington with Puget Sound on dimensions such as will accommodate the largest vessels now built or building which are likely to enter the port of Seattle.

Not a single wheat charter was reported in the Pacific northwest for the week ending Saturday. This is something remarkable, when there are idle ships available at this season of the year, and serves to show how foreign shipowners were led astray in their calculations by reports of a 55,000,000 crop of wheat in the Pacific northwest.

At Salem, Eugene Bosse, a Belgian, who lately arrived from Wisconsin, is planning to engage in the production of flax fiber. If the Salem Commercial club will provide a temporary site and power for a scrunching mill, he will put in 100 acres or more of the flax this year. If his first crop proves satisfactory, he will purchase the permanent site without asking any subsidy from Salem business men.

By a temporary injunction granted in the United States district court, the entire city government of the town of Medford, in Jackson county, was restrained from taking any action toward the removal from the streets of that town of the telegraph and telephone lines of the Sunset Telegraph and Telephone company. April 8 is set for the date of a hearing in the matter. If the authorities of Medford desire to show why the injunction should not be made perpetual.

REVIVE THE PORT

SECTION OF WILLAMETTE
WANTS BETTER SHIPPING.

A Philomath Man Says Yaquina Bay
Should Be Opened Again to Navigation.

Philomath, Or., Jan. 27.—To the Editor.—In the Oregonian of its issue of January 3, is an editorial headed "Hostility to Portland," seemingly an attempted answer to a letter which appeared a few days previously written by J. E. Lathrop, from this place to your paper, in which the Oregonian says the writer draws interesting conclusion on the conditions of the Willamette valley from an Eastern Oregon view point. The alleged grievance of the Yaquina Bay district in the matter of transportation is portrayed. The Oregonian says in this part of Oregon one hears the same arguments against Portland. It says people living in the upper valleys appear to regard the business and commercial interests of the metropolis as antagonistic to the remainder of the state, which we of Lincoln, Benton and Lynn counties emphatically deny, for instead of anger, we are very sorry that conditions are as they are.

We know that it was the Southern Pacific railroad caused the diversion and abandonment of the trade from the above counties and Yaquina Bay. We all remember with regret that before the purchase of the Corvallis & Eastern by A. B. Hammond, the road controlled almost the entire trade of the above counties and drew a large amount from Lane and Douglas on the south and Polk and Marion on the north. Large quantities of wheat and other products were shipped over it and a large trade from the bay of merchandise of wholesale goods were brought into the valley towns, and even Portland merchants bought goods at wholesale in San Francisco, all on account of cheaper freight. Take the wheat trade of the above counties. Then farmers could receive and did receive nearly 10 cents per bushel on the Corvallis & Eastern and all along at Albany and Corvallis and other points over what they could get in Portland, including lighters and piloting to Astoria, and as high as 10000 tons of products passed over the road then to Yaquina Bay in just one year from the Willamette valley in some of those prosperous years.

Where is the trade now? Echo says where? and Portland says where? and we expected them to have a city to grow up on the sea coast to assist Portland in her burdens of carrying her trade and transportation so we could have our choice of trading and shipping with either, on the same terms—but not so. We are to have just one port to get in and out of the Willamette valley, and if we can not have any other outlet than through Portland and the sea, we say to our congressmen and senators to endeavor to get an immense appropriation for the Columbia river and Portland, especially to the mouth of the Columbia. The Oregonian says Portland has the field in the wholesale business and that the Southern Pacific railroad has a monopoly of the carrying trade for all. Now every bushel of wheat and other grain, every pound of butter, every foot of lumber, every fish that is caught in the Yaquina Bay for a foreign market has to leave Yaquina Bay and go over the Corvallis & Eastern and down the Southern Pacific to Portland, thence down the Columbia river to Astoria, with freight to pay besides lightering and piloting from Portland to Astoria.

We are sorry that such is the condition, but these are the stern facts. But we are so glad that Portland is willing to help us people up here out of the dilemma. The Oregonian says that here at Portland is entertained a strong hope that Portland will effect arrangements for the construction of the projected railroad from Astoria to Yaquina Bay, which it says we think will place this region in a position they have lost. It is very considerate in the Oregonian to propose a way to relieve us of the upper Willamette valley. The proposed road is no better than the condition that now exists. Now, if Portland really wishes to assist this part of the Willamette valley to new and better railroad facilities it will certainly assist us where we think will be the greatest benefit to us to another port or two. Let the Yaquina Bay port be revived and assist us in building a broad gauge railroad from Junction City to Corvallis, thence to or near Dallas, thence to Grand Ronde, then down the river to its mouth, thence across the Nestucca, up Beaver creek, and by Tillamook City, thence to Astoria. Then we request Portland and the Southern Pacific to assist the Corvallis & Eastern to the extension of that road from where it has stopped at Mills City, on through the Cascade mountains, through Eastern Oregon on the most feasible route at a point on Snake river, at or near Boise City, Idaho, to divert the trade of Southeastern Oregon from California and Nevada to this route, so that Portland can receive the trade from that region.

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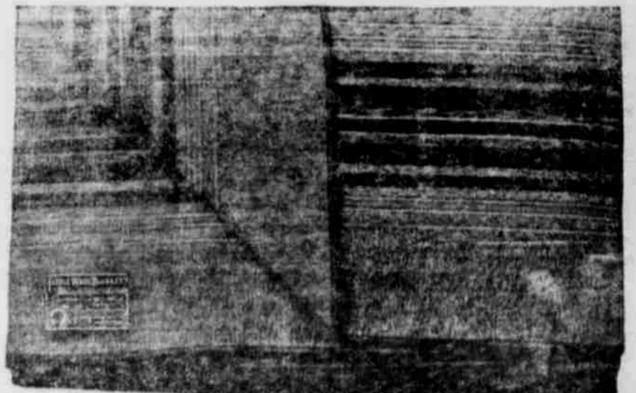
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