

## The First Invoice of our Large SPRING STOCK has Arrived, With a Big Lot more to arrive on next boat.

We bought early this Spring, and, therefore, saved money, as goods are advancing and merchants who buy now will have to pay these advances. A great many goods we are selling for less than we did last season.

We have a big bargain to offer in pure all Silk Ribbons, all the latest shades, very wide at 5c. and 10c. a yard. The regular price on these ribbons is 10c. and 25c. A fine line of Ladies' Percale Wrappers, from 90c. up.

In DRESS GOODS we are showing the Finest Goods that ever was in the city; the newest patterns and styles in Plaid Goods, imported Black Mohair and many others of the very latest imported goods.

As usual, we have an enormous stock of Fine Calicos, Percalés, Duck Goods and Shirtings, which we bought before the big advance on cotton goods, and consequently can give you the advantage of our good buy.

Get one of our Shirt Waists before the prettiest ones have been selected. A new line of Children's Jackets, ranging in prices from \$1 to \$2.25—very pretty and stylish.

Our new Lines of Neck Wear can't be beat in the city. A Fine Stock of the Latest Shapes and colors in Hats, just received. Our Clothing Business has been a Great Success during the last year, and we are paying more attention to it than ever; no half-worn goods, no old styles. We have just received a fine new Spring Stock and it is strictly up to date in style and durability.

Twenty cases of shoes came in on the last boat and twenty more to follow. Our stock of Groceries was never as complete as it is now, and prices as usual the lowest.

We are the acknowledged Leaders in the County of Every Line we Carry.

## COHN & CO., The Leading Merchants.

### BIT OF RAILROAD HISTORY.

#### William Reid Relates Several Failures to Build in Western Oregon.

Mr. William Reid gives some information in regard to the suggestion of Mr. C. P. Huntington to extend the railroad from Sheridan to Tillamook, which is referred to on another page. In a letter to the Oregonian he says:

"Cast thy bread upon the waters and it will return to thee after many days seems true of railroading as well as of scriptural affairs. Therefore it is a consolation to me to think such an experienced railroad man as C. P. Huntington should admit that the railroad proposed from Sheridan to Tillamook City 'might pay us (Southern Pacific) something,' as he says in his letter to R. Koehler, of April 4.

"When I finished my railway from South Portland to Sheridan I then proposed an extension and made a survey thence to Tillamook Bay, making the whole distance 108 miles, Tillamook City to Portland, against what is now found to be 165 miles by Mr. Huntington's railway from Portland to Tillamook City via Astoria, and thence over the portion I completed to Seaside, and new line to be built southerly. I know these distances are correct, because I completed both lines, the one, Portland via Dundee junction to Sheridan, 57 miles, and the other, Astoria to Seaside, 18 miles, and I left a gap between them of 98 miles uncompleted, which when made will give Astoria two lines from San Francisco and Western Oregon, first via Albany to and from Portland over Mr. Hammond's line, together a distance of 179 miles, and two via Albany and West Side Railroad to McCoy's station, there construct two miles of new line to Perrydale, and from there to Sheridan over the present lines, in all 44 miles; northerly from Sheridan to Tillamook City, thence to Seaside station, where the railway now terminates, to construct 98 miles, or 162 miles from Albany to Astoria direct, against 179 miles from Albany to Portland, and via thereafter Mr. Hammond's railway to Astoria, as now.

"While, therefore, the Astoria people will save 17 miles on freight from Albany and West Side points to Astoria (if Mr. Huntington constructs over my survey from Sheridan to Tillamook City), and while Tillamook City will then be only 108 miles from Portland, yet Astoria will then be only 68 miles from Tillamook City, or a saving of 40 miles to the Tillamook County people by shipping their freights to Astoria than to Portland. On the other hand it will give Portland two seaside resorts, one at Tillamook, 108 miles by rail, and another at Grimes' (via Astoria), 118 miles distant, as now.

"Nevertheless the Nehalem Valley will not be benefited by such railroad extensions at all, for without a railway from the heart of the Nehalem to Portland, 48 miles, and from the Nehalem country proper to Astoria, distance 38 miles, the Nehalem Valley will remain as now, terra incognita."

The Oregonian, commenting upon this latest railroad gossip, had this to say:

The difficulties under which the people of the Coast counties of Oregon, and especially of Tillamook County, labor in regard to transportation facilities have been from time to time for many years brought to the public attention, and plans as old as the beginning of the railroad era of the state have been formed whereby relief from these disabilities might be secured. The same story relating to the abundant resources and stunted commerce of the Coos Bay country that was told a quarter of a century ago is told to-day. Tillamook County, teeming with the bounty of nature, makes painful shift to get a few schooner-loads of butter, lumber and shingles to market each year in partial return for the merchandise carried in on the return trips of these little tubs of commerce in response to the most urgent needs of a growing, chafing population.

The people of Tillamook County have a good deal to sell, and with such enterprise as exists among them, and such energy as they are ready to employ, they would have active development along industrial and commercial lines, were they put in regular and

sufficient touch with active Coast markets. As shown in a letter of William Reid, published yesterday, the question of providing railroad facilities for Tillamook's trade was years ago "thought out," but, as the public knows, it still lacks practical solution. In lieu of trains passing by either of two or three long-ago-surveyed routes between Portland and Tillamook City, tapping rich sections of the country, there is a stage line across the mountains in the summer taking such business as it can accommodate from Yamhill and Washington Counties, and one or two cramped, stuffy, scarcely seaworthy vessels plying at irregular intervals between the two ports, taking in Astoria's business on the way. And for all that has been said and published about the desirability of securing Coos County's trade, the same old cry for a line of steamers capable of doing the actual business of that section and building up a trade with Portland still goes up, falling, apparently, upon unheeding ears.

This thing of being without a market, or without facilities for choosing between markets, is one that is exceedingly trying to an energetic people. Tillamook suffers from the first and Coos County from the second of these conditions. Isolation was had enough in the Willamette Valley in the pioneer era, though relatively little complaint was made at that time, as it was the expected condition. It is well remembered how, twenty or twenty-five years ago, a similar condition irked the people of Eastern Oregon. Yet in the case of both of these sections there was at the time good reason in the vast distances to be covered for the isolation that cramped endeavor and acted as a persistent drawback upon their development.

In the case of our coast counties, cut off from the main body of the state, there is no such excuse. Both could be placed in touch with other sections of the commonwealth and their interests greatly facilitated by railroad extension of a little more than 100 miles. Auxiliary to this, a small but staunch fleet of freight steamers with regular sailing dates would perform valuable service, at both ends of the line, between Empire City and Portland, as well as at the intermediate ports on the route. There is nothing that savors of the boom in this statement. There is no gold mine, so far as known, to be reached or worked by it. It is a simple business proposition of the substantial and growing type, and as such the man or company that works it out intelligently will find it a paying proposition. The case is not one of arrested, but of neglected, development, as unnecessary as it is short-sighted.

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### ROBERTS SOON TO ADVANCE.

#### Correspondents Have Different Story to Tell of Dutch Movements.

LONDON, April 17.—At last General Roberts seems to be on the eve of making his advance towards Pretoria. Unless all usual reliable sources of information and all indications smuggled past censor are at fault, the British army, within a few days, will be marching northward.

There is, even in best-informed circles, considerable hesitancy in settling upon the day on which Lord Roberts is likely to leave Bloemfontein, but there is a settled impression that it will occur either at the end of this week or at the beginning of next. Long, weary waiting in the Free State capital has apparently effected much-needed rehabilitation, though it is probable that Lord Roberts would still further have delayed his advance had not Boer activity forced him to put his forces in such positions that, to-day, unless they quickly proceed northward, the strategic advantage will be lost.

The critics agree in the supposition that the advance will be made in parallel columns with a broad front west of the railroad, the Third and Eighth Divisions sweeping northward to the extreme northwest, the entire force amounting to 75,000 men. Exactly what part General Buller will take is still a secret which no one is able to probe.

NEW YORK, April 17.—Ladysmith dispatches confirm the report that the Boers have retired from the Eland's Laagte district to their Biggarsberg positions. No raiding operations southward have been reported, and it is now clear that the Boer advance was ordered for the sake of employing the burghers on active duty and of checking desertion. The British inactivity, in one sense, is masterly, since it demoralizes the enemy.

Sir Redvers Buller's scouts have reported that the Boers have wrecked the engine-house and shafts of three collieries by heavy charges of dynamite. These wanton attacks upon private property have been characteristic of the Dutch campaign. South Africans explain them on the theory that the Boers are aware that claims for damages to property in Natal and Cape Colony, which will be presented after the war, can never be assessed against the farmers of the two commonwealths, but will be liquidated by the mineowners of the Rand. Accordingly the Boers feel at liberty to inflict as much damage as possible, since the indemnity will come out of the mining industry of the Rand in the form of tax, instead of based on the profits of the companies. The theory is correct without doubt that Johannesburg will pay the piper when the war is over. Neither Pretoria nor Bloemfontein has resources for liquidating war indemnities and bills for damages.

LONDON, April 17.—The Bloemfontein correspondent of the Morning Post, telegraphing Monday, says:

"Small bodies of Boers are prowling around, and are even coming within eight or 10 miles of Bloemfontein. Three Johannesburg 'Zaps' actually entered the town one night and escaped without being discovered. The Boer demonstration yesterday at Karee Siding was designed to cover the withdrawal of an immense convoy of provisions. There is no doubt that the Boer incursion into the south-eastern part of the Free State was largely due to the need of replenishing victuals in the most fertile part of the country. This explains why the enemy marched south with empty wagons. Various important movements are occurring, which, naturally, it is not desirable to specify."

The Bloemfontein correspondent of the Times, telegraphing Monday, says:

"The Boers who have been investing Wepener are reported to be moving in a southerly direction, but the object of the movement is uncertain."

The Bloemfontein correspondent of the Standard, telegraphing Monday, says:

"The Boers are in full retreat from Wepener, hugging the Basutoand border. The Basutos are marching parallel with them along the frontier, watching eagerly for the slightest encroachment."

north, with the exception of a body of about 6000, now reported to be going toward Bethulie."

The Daily News has the following from Reddersburg, dated Friday:

"General Chermiside saw the rear guard of the Boers disappear southeast in full retreat. The enemy appear to be in strong force four miles east of Reddersburg. They are falling back before our advance guard."

### THE FAMINE IN INDIA.

#### Returned Missionary Tells of Its Horrors.

BOSTON, April 16.—Rev. Rockwell Clancy, a missionary at Allahabad, who is visiting his brother in Medford, said last night:

"The condition of famine-stricken India today is something perfectly awful to contemplate. I cannot tell anything about the number dying, but when I left Bombay last February there were some 60,000,000 people suffering, and over 30,000,000 were in dire distress, and of these but 5,000,000 were receiving government aid.

"It is not the cities, but the country places, which are stricken, and when you know that it is mostly among the agricultural classes, and that 80 per cent of the population of India is made up of tillers of the soil, you may be able to grasp in some slight manner the extent of the suffering at the present time.

"When the famine set in, the people began to sell everything they had, in order to get a little grain food. They took the doors from their houses and sold them; sold their furniture and farming utensils, and then, when they had no longer anything to sell, they sold their children. The boys don't sell well, and the traffic is largely in girls.

"I saw in one town just before I came away girls being sold for 30 cents apiece. They were bought up by Mohammedans. But they won't buy the boys, so when the parents can no longer support their children they abandon them, and henceforth they must get on as best they can. These cast-offs congregate about the doors of the grain merchant shops, and the only way the proprietors can get rid of them is to throw out handfuls of grain, scattering it wide. The children pick and pick all day, and at night they are rewarded by having collected a single handful.

### Fighting in Luzon.

MANILA, April 17.—General Young reports that 300 insurgent riflemen and bolomen attacked the American garrison at Baroo, province of North Ilocos, yesterday, but were repulsed, losing 106 men. The Americans had no casualties.

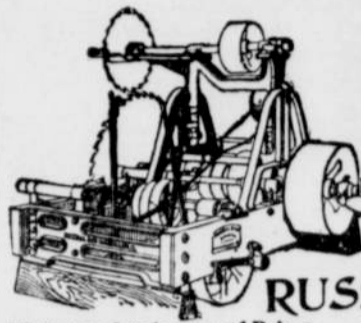
Captain Dodd, with a squadron of the Third Cavalry, recently surrounded a village in Union Province, and surprised 200 insurgents living in barracks, it apparently being the recruiting center for the province. The enemy lost 53 men killed. Our troops also captured 44 men and burned the village. One American was wounded.

MANILA, April 17.—Twelve hundred Tagalos attacked Case's battalion headquarters of the Fortieth Regiment at Cagayan, Island of Mindanno, on April 7. The Americans had 15 casualties, while of the attacking force 50 were killed and 30 wounded or taken prisoners.

The enemy, numbering 150 riflemen, the remainder being bolomen, archers and mounted spearmen, swooped down in a howling mass at daylight, surprising and killing three of the sentries. They swarmed through the streets in small parties, some bearing scaling ladders, by means of which they attempted to enter the houses. The Americans tumbled out of the barracks and formed in the plazas and companies began sweeping the town. The subsequent street fight lasted 20 minutes.

Twelve of the wounded Americans are now on board the hospital ship Relief. The enemy withdrew to the mountains in great confusion.

Ex-Speaker Reed is said to have made a good start toward the accumulation of a fortune with the fees he received for helping to promote a steel trust. He can now afford to crack jokes whenever he feels like it.



**RUSSELL ENGINES**  
**BOILERS**  
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**THRESHERS Machinery**  
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**RUSSELL & CO.**  
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### The Puerto Rico "Outrage."

So much ado is being made about the so-called Puerto Rico outrage that an explanation is necessary to refute some of the erroneous ideas circulated by anti-administration organs. The island is suffering from the devastating hurricane that destroyed crops and homes, which left the people destitute. Tens of thousands would starve only that the United States sent them food to keep them alive.

They have no money to pay taxes, to make roads or to support schools and maintain local government. The intention was to give them free trade, as the president recommended, but prevented by the necessity of meeting these expenses. The last sugar and tobacco crops have been bought and are held for the trusts, who will profit by free trade, as they bought subject to the full tariff. The small tariff of 15 per cent to be collected—together with all that has been collected since we owned the island—is to be returned as a fund to pay expenses for two years at most, until they can raise crops, and free trade may come sooner if the island government shall meantime be established. Congress is acting fairly and kindly by Puerto Rico, but the trusts won't even consent to have one-seventh of the tariff deducted from the purchase price, that deducted the existing tariff. This is what some people are trying to make political capital out of.

Jonathan P. Dolliver, of Iowa, in defending the Puerto Rico bill in congress, introduced some information which the anti-administration organs close their eyes to. He said: "And yet we hear it said that the sugar trust and the tobacco trust are behind this bill. The fact is, if we may believe the correspondent of the Associated Press, that two crops of sugar and tobacco are now on hand in Puerto Rico awaiting shipment. There are 5,000,000 pounds of tobacco and the sugar crop of two years, not in the hands of the people of Puerto Rico, but piled up by speculators in the warehouses of San Juan and other seaport cities of the island, now chargeable, if shipped to the United States, with full duties under the Dingley law, held there in bulk waiting for the profit that will accrue from free trade. A gang of speculators, mostly Americans, have been hounding members of congress for weeks. This syndicate of sugar and tobacco brokers are even now jostling one another in the corridors of this capital, pleading, with sordid hypocrisy, for the people of Puerto Rico. This bill does not suit them because it diverts from their pockets a portion of the profits which they had hoped to reap, put it into the treasury of the Island of Puerto Rico, and devotes it to the pressing necessities of that stricken and unfortunate people."

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to be made of the person to whom the money is paid the practice of keeping it in the family would not be so common, although Mr. Reed, when speaker, was courageous enough to turn over to his daughter the money appropriated to pay a clerk of the committee on rules, and her name appeared as K. Reed on every monthly pay roll. The speaker never made any concealment of the fact.

It is estimated that a thrifty congressman can add from \$1,000 to \$1,500 a year to his regular salary, and there are many who do not lose the opportunity to do so.

### Irish Anecdotes.

"I heard a rather good story yesterday," said Robert Stinson, of Boston at the Murray Hill hotel. "An Irishman fresh from the old country joined the ranks of the democratic party, by advice, on first landing and before he was at all familiar with the politics of the country and the day thereafter, being in a friend's saloon, he asked what a band of music he heard way playing for."

"That's with the republican procession," was the explanation and with this meager information Pat rushed forth. Wishing to give vent to the enthusiasm roused by the martial strains Pat, since in his ignorance he knew not whether the republicans were friends or enemies, decided on a middle course, and so, rushing up to the leader of the band, he loudly called for three cheers for old Ireland. "And three cheers for h—!" returned the bandmaster, whose ancestors hailed from Germany. "All right, me bye," cheerily responded the unabashed Pat, "its aich wan of us cheer for his own country."

"What!" said the judge, "you expect me to send your husband to prison when you acknowledge that you threw five flatirons at him, and he only threw one at you?" "Yes, that's all right, judge," said the irate Irishwoman; "but then, the one he threw hit me."

A good story is told about Mr. Croker and Pat Donahue, a prospective power in one of the New York Irish wards. Donahue was from the "auld sod" and Croker invited him to dinner at the Waldorf-Astoria. Fearing that Donahue might make a break if allowed to order from the French menu card, Croker volunteered to order the dinner and advised Pat to follow suit and say nothing. A waiter tumbled over himself in his endeavor to be the first to wait upon Croker, and the political magnate said: "Well, Pat, I think we'll start off with a cocktail." Pat hemmed and hawed, bit his lip in vexation that he should be forced to object to his host's first order, but finally screwing his courage to the point of speech, blurted out: "If ye have no objection, Mr. Croker, and as I'm not fond of that part of the chicken as goes over the fence last, I'll take part of the brist."

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The retail milk dealer's combination of Chicago has gone to pieces and prices have fallen to the rate of 25 quart tickets for \$1—six cents a quart. This is lower than the price before the combination last fall, when 16 tickets could be had for \$1, or 6 2/3 cents a quart. The rate since September 1, 1899, has been 20 tickets for \$1.50 or 7 1/2 cents a quart. All the leading retailers were in the combination. The promoters counted upon freezing out the small dealers during the winter, but the revolt of patrons from the big concerns operating scores of wagons each was so great that the small dealers found an expansion of trade that incited them to keep up the fight and to stay outside the combination. At a meeting of the combination it was decided to restore old prices and return to a flat rate of six cents a quart. The deniers, it was admitted, had lost from 10 to 20 per cent of their patrons. The independent men had been the gainers.

### FOR SALE, Farms and Real Estate.

One acre of land, new house and barn; fenced and all under cultivation; desirable location at edge of town, for \$350.

Timber for Sale at 50c. stumpage. Land situated on Tillamook River.

Two Lots in Tillamook City, each 50 x 100, all inclosed with picket fence Good five roomed house, for \$250.

Fine Dairy Farm, all improved; good house, barn, and out house; 1/