ISSUED SEMI-WEEKLY TUESDAY AND FRIDAY

Weekly Oregon Statesman.

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FIFTY-FOURTH YEAR NO. 3. SALEM, OREGON, TUESDAY MORNING, MARCH 14, 1905. FIRST SECTION—EIGHT PAGES.

AN EASY PREY FOR JAPANESE

DISORGANIZED, WEARIED AND HUNGERED ARMY TRAPPED.

TIE PASS SCENE OF NEXT BATTLE

Russian General Has Now Less Than One Hundred Thousand Fighting Men.

Brown Men Suffer Small Loss—Now Attempting to Solve Problem of Disposition of Muscovite Prisoners—All Will Be Sent to Japan From Dalny.

The Russian general staff reports that "the main body has already completed its retreat, and the rear guard to the southward is falling back slowly."

What either the "main body" or the "rear guard" consists of has not been definitely fixed, but from dispatches from the Associated Press correspondents with the Japanese and the Russians, the two combined must be but a small portion of the army which General Kuropatkin gathered along the banks of the Shahke and the Hun rivers. And yet those who reached Tie Pass, worn out from days of fighting, are not out of danger, the Japanese, it is reported, having already started another turning movement which will force the Russians onto the plains north of Tie Pass, where, in their disorganized state, they will be easy prey for the victory flushed soldiers of the Mikado.

As to the losses, Kuropatkin admits 50,000 wounded were carried off the field. This, with the 26,500 dead left on the field, 40,000 prisoners and 200 left in hospitals, comes somewhat nearer the latest Japanese estimate that Kuropatkin cannot have more than 100,000 effective fighting men with him.

The Japanese losses have been remarkably light, in view of the length and severity of the fighting.

In all the speculation of peace, one point that is coming to the front is that Russia would prefer to settle directly with Japan than with a third nation. This is in line with the dream of many leading Russians that the natural allies in the Far East are Japan and Russia, they being the only nations whose domains border on Korea and Manchuria, both having interests beside those of trade.

Niu Chwang, March 13.—The question of transporting and caring for the thousands of Russian prisoners is now engrossing the attention of the Japanese authorities. It is said that over 40,000 will be sent to Japan by way of Dalny and large numbers will be shipped from Yinkow as soon as the Liao river opens. The Japanese officers say the Russian soldiers are surrendering in a constant stream and that great bodies of men are kneeling to beg mercy of the victors. Starving wounded and half frozen, the Russians, the officers say, are hiding in the countryside and, as their escape is impossible, they must either surrender or starve to death, as the country is denuded of provisions. The Japanese report that the stores of charcoal captured by them exceed the quantities in their possession before the battle of Mukden.

Kuroki's Army in the Field, Northeast of Mukden, Sunday (via Fushun), March 12.—Every hour increases the magnitude of the disaster suffered by the Russian armies. Tonight 25,000 dead are known to have been left on the field, making the casualties at least 100,000.

Between fifty and sixty thousand prisoners, some seventy guns, and enormous quantities of ammunition and provisions fell into the hands of the Japanese. The Japanese losses do not exceed those of former great battles, even Kuroki's army losing only 5000.

Field Marshal Oyama's plans completely deceived General Kuropatkin. The Russian commander misjudged the positions and strength of the Japanese.

The retreat from Mukden began March 9, and became a demoralized flight when the Russians discovered that their egress was being blocked by the Japanese infantry and artillery from the east. The rapid approach of the Japanese was a complete surprise to the Russians, who expected their retreat would be harrassed only by the Japanese cavalry from the westward.

SLAUGHTERED, SEEKS SYMPATHY

Russians Put Up Big "Holler" as Excuse for Letting Japs Reach Their Rear.

WASHINGTON, March 13.—From the foreign office at Tokio the Japanese legation received a dispatch bearing on the report that the Russian government has again drawn the attention of the powers with the statement to the effect that the Japanese troops are guilty of a violation of China's neutrality, as their appearance behind the Russian army in the western part of the Fentien province must have been effected by taking a route through Mongolia

"As a matter of fact," the Japanese dispatch from Tokio say, "the imperial forces have never passed through Mongolian territory, while Russia has long been drawing supplies from Mongolia and always has been sending there disguised or armed troops which, intimidating the native princes or people, have caused them to render assistance to the Russians in the rear."

RAILROAD WRECK IN COLORADO.

Passenger Trains Come Together; Dining Car Conductor Fatally Injured and Two Others Hurt.

COLORADO SPRINGS, Colo., March 13.—Missouri Pacific passenger train No. 11, southbound, running on the Denver & Rio Grande tracks, collided with the Denver & Rio Grande passenger train No. 4, northbound, last night at Fountain fourteen miles south of here and ten persons were injured. No. 4 was heading in from the south end of the sidetrack to allow No. 11 to pass, that train having the right-of-way, but before it could clear the main line No. 11 crashed into the dining car, overturning it, together with a tourist sleeper. The most seriously injured are:

Conductor J. F. Creighton, of the dining car, internal injuries; may die.

Charles E. Richardson, Buffalo, N. Y., esriously cut about head and shoulders.

Mrs. Richardson, right arm broken and injured in the back.

TERRORISTS ABROAD IN LAND.

Internal Discontent Still Evident in Russia—More Officials Attacked.

ST. PETERSBURG, March 14.—Further terrorist attempts are reported Lieutenant Kouloff, of the Volga Cossacks, was mortally wounded by revolutionary in the courtyard of his house at Krenenchug, in supposed revenge for his share in suppressing the disorders in Moscow.

The chief of police at Minsk was attacked by a man armed with a revolver but escaped unhurt.

Revolutionary proclamations have been discovered at Cronstadt, inciting sailors and dockyard workers to fit out warships, or to damage them to prevent their sailing. There was a rumor of an explosion in Moscow last night close to the walls of the Kremlin.

119 Cases of Shoes

received yesterday containing

3249 PAIRS

This is the first installment of our New Spring Styles.

There are two more shipments now on the way and more to follow. They are

The Brown Shoe Co's

brand—the most satisfactory line of footwear ever produced.

We are showing all the new lasts in black and tan.

The new Oxfords and Gibson Ties are beauties.

Barefoot Sandals for children in several grades.

Another shipment of those FINE MOHAIR SUITINGS received yesterday.

The patterns are swell and the prices are remarkably low.

Barnes' Cash Store

Salem's Cheapest One-price Cash Store

WILL IT BE TURNED DOWN

FLAX QUESTION UP TO SALEM'S IDLE CAPITAL.

WHAT WILL THE ANSWER BE?

County, City and Commercial Club May Act Together Upon the Proposition.

Business Men and Others Will Be Asked to Subscribe to Capital Stock of $200,000 to Establish Linen Mill—W. S. Pradwell Talks From Shoulder.

"Why stand ye here all the day idle? Go ye also into the vineyard; and whatsoever is right, that shall ye receive." Matt. 20:6-7.

The above quotation, though scriptural, applies very appropriately to the apparent attitude of the financial interests of the city of Salem toward the flax fiber and prospective linen industry as pointed out by W. S. Pradwell to those who were in attendance at the Commercial Club meeting last night. He pointed it out so strongly, too, that it will leave an impression upon the minds of those who have the best interests of the community, as well as their own, at heart to such a degree that it is likely to bear good fruit in the not very distant future. In other words, he stated that an industry was lying right at the very doors of the city, like a rich ledge of hidden gold, ready to give forth its great wealth and distribute it among the people and that all that was necessary was for some enterprising person or persons to take hold, develop it and reap the rich reward. He had reference to the flax industry, and there was none present to dispute his prediction and good advice.

Mr. Pradwell attended the meeting of the Commercial Club last evening for the sole purpose of arousing local interest in the flax industry, which is being slowly but surely developed by Eugene Bosse and his recent assistant, J. H. Atherton, of Honolulu, and, although some little "cold water" was thrown upon the proposition, he succeeded admirably and his efforts will doubtless avail much toward mapping out the future growth and development of the wonderful resources of the Willamette valley. He was sent here expressly by the Harriman syndicate for this sole purpose, and when the big railroad magnate sees fit to take an interest in any certain industry there is certainly something in it.

Everybody in Salem knows the history of the efforts of Mr. Bosse in demonstrating the virtues of the Oregon grown flax fiber in the manufacture of all known products from the finest linens and cordages down to the coarser crashes and twines, and his vain attempts, so far, inducing local capital to finance the establishment of a linen mill here, during the past three years. How he has worked hard and faithfully to develop the industry which he has uncovered to the eyes of the people of Salem, only to meet disappointment and discouragement, after suffering a loss of about $20,000 in the destruction of his fiber which he had stored in the old flouring mills without insurance. But he still perseveres, hoping against hope that some enterprising party or parties, who are able to carry the project through to a successful termination, will venture along and snap it up as if it were a gold mine. He has tried all sorts of schemes and inducements in his efforts to convince local capital of the great future of the industry, which, if developed, would prove a strong rival to the great hop and fruit industries of this valley, but he is unable to find anyone who has confidence enough in it, even after he has demonstrated beyond all possibility of a doubt that what he claims for Oregon flax fiber is true, to stake a few paltry thousand dollars of their otherwise idle money toward bringing about its development.

Mr. Bosse now has associated with him J. H. Atherton, of Honolulu, who is now in Pasadena, California. Mr. Atherton has interested himself in the enterprise to the extent of his means and is still firmly enough convinced of its true worth to stake a goodly sum more in the establishment of a linen mill here. Being unable to raise enough capital to start the industry out as it should be, about $200,000, Messrs. Atherton and Bosse propose to do the next best thing—start in within their means, invest about $25,000 in the establishment of a mill upon a small scale and increase its capacity proportionately with the growth of the industry. If the desired capital can be raised, $200,000, it will start the enterprise upon such a sound footing that it cannot help but succeed, whereas, if started upon the smaller scale there would be so much waste material which could not be worked up here on account of the lack of mechanical facilities, it would probably take several years to bring it up to its full standard. Mr. Pradwell's mission here is to interest local capital sufficiently in the venture to give it a good start and it is hoped that he will succeed. He has procured a good start and the seed he has sown cannot help but bring good results. Upon being introduced to the assemblage, and reciting the experiences of Mr. Bosse as they had been related to him, Mr. Pradwell said:

"There is one thing that has been stated in my connection and that is I am here in the interest of the Harriman syndicate. While it is true that I am employed and represent the great Harriman system of railroads, the real truth is that I, as well as my employers, am interested in the prosperity of the farmer or the merchant, and the interests which I represent are ready and willing to take advantage of every opportunity to aid in the development of all of the communities along our lines. In developing the country through which we pass we are directly developing our own interests. That is business. This flax industry, or its possibilities, has been called to the attention of my employers; they have investigated, you may rest assured, and they believe that it is a great thing for this country and especially this valley immediately contiguous to Salem. If they were not they would not take the trouble and expense of sending me out here to talk the matter over with you. Some of the citizens of your city have been writing about the industry to the Portland office. These letters reached the headquarters in Chicago, through the Portland and through the Chicago office the New York headquarters. After they reached the latter destination they were thoroughly gone over and investigated to their entire satisfaction that the successful growing of flax in Oregon had been accomplished and that it could be produced in large quantities.

"Then comes the question of: What is to be done with the flax? In what shape is the product and the disposal of the same? I have learned that the growth of two years had been stored away by Mr. Bosse, only to be totally lost to him. He was holding this fiber, I understand, until such time as a linen mill was erected in Salem, to be manufactured into all kinds of linen and cordages. From what Mr. Bosse has told me I am a firm believer in him; that he has a thorough knowledge of the business, having been brought up in it. Mr. Bosse tels me, and he shows letters from authorities on flax from all parts of the flax-growing world to prove it, that Oregon flax is equal if not better than that grown in any part of the world, and here it is right in the very borders of the beautiful city of Salem, lying undeveloped, going begging.

"What are the gentlemen of Salem going to do with the flax? What are they going to do with the product, right at their very doors? The development of this great industry will add greatly to the value of the property of this section of the state; will increase the population and reduce taxation to the minimum, beside bringing in vast wealth to those who are brave enough to venture the investment of some of their idle money in it. Look at the great sheep and wool industry of your state today. What was it 20 years ago? Do you remember how it started with only a few small bands of sheep. What have you now in Oregon in the way of woolen mills? Look at the institution you have out near the depot. Does anybody here doubt that the sheep and wool industry of Oregon has a wide reputation?

"What would there be in the flax industry with the whole Pacific coast for a market? I am informed by Mr. Bosse tht he can produce flax in Oregon at from 10 to 12½ cents per pound, whereas it cannot be produced by the manufacturers in the East for less than 18 cents per pound, beside the freight and tare. He can throw his product upon the market at a much less price than can the Eastern mill, minus the freight. Then the question again arises: What will Salem do? Shall you abandon it and let it rest until some enterprising Eastern capitalist comes in and gobbles it up and ship the profits back there? Or will we take a very small portion of the large sum of unused capital that is lying idle in the banks, of no benefit to the owner or the banker, organize a corporation with a capital of $200,000, which cannot help but be successful and pay large dividends? Why is this money allowed to remain idle, when it can be put into circulation and become a benefit, not only to the man, owner of the property, the merchant, but induce people to come here and locate and rotate flax with their other farm products?

"There is not another place on the Pacific coast that raises this product. Where is the market? Why the mill here could not supply half of the demand. The market is here. The industry will develop itself and grow and extend all over the country until you can go back East and compete with the Eastern mills. Appoint a committee to make the canvass, raise the capital and get a man to manage the industry, some one who understands the manufacture of materials from flax fiber from A to Z. Put in 5000 acres of flax the first year and I'll venture to say it will increase to 20,000 in the course of a very few years, with the mill running at full capacity. The Southern Pacific will aid and assist in its accomplishment. I came here with the intention of offering you a market, but I find there is no need of that now, you have all the market you want right here. There would be no trouble to find a man to manage the mill, and no doubt he would invest his own money in it.

"Messrs. Atherton and Bosse are doing their very best to get this thing launched. It is my intention of meeting Mr. Atherton, either in Pasadena or San Francisco, and report to him what action will be taken here toward accomplishing that object. I am given to understand that these two gentlemen will take $25,000 worth of stock in the industry. Do not cast doubt upon such a valuable proposition as this. Boost, don't knock. Build the mill and then find a man to conduct it. Whatever you do do one thing: Take advantage of this great flax industry opportunity before it is too late."

Mr. Pradwell was followed by Mr. Albert, who did not have much faith in the proposition. Thought it impractical. Had been tried here before, 60 years ago and had proved a failure. Local capital could not be induced to take hold of it. Was too great a risk, etc. He was followed by Mr. Frank Davey, who differed from Mr. Albert entirely in the feeling that it was not impossible to launch the industry, but quite practical and that, if six good, substantial business men would take hold of it and give it the stamp of their approval it could be accomplished and very easily. All that it needs, said Mr. Davey, is the confidence of the people backed up by the influence of business men, having this there would be no trouble to raise the money. Several others took the floor upon the subject and talked very encouragingly, hoping it could be pulled through with the assurance of their hearty support. The suggestion was made that the county court appoint one man, the council another and the club another to form a committee, who, with the cooperation of the railroad company would have no trouble in financing the enterprise. Mr. Pradwell will be in the city for a few days more before he goes to California to see Mr. Atherton.

EVERYTHING SHIP-SHAPE

PROSPECTS BRILLIANT FOR ROUSING CONVENTION.

ALL ARRANGED BUT DETAILS

Railroad Signifies Willingness to Cooperate With Enterprising Cities of Valley.

Enthusiastic Meeting Held by Greater Salem Commercial Club Last Evening When Matters Pertaining to Gathering Were Discussed.

There is every indication that the desires of the people of Western and Southern Oregon will be granted insofar as the special rates and special excursions for the carrying of visitors to the Lewis and Clark Fair upon side trips through the state are concerned. General Freight and Passenger Agent W. E. Coman, of the Southern Pacific lines in Oregon, has said so and that is all of the assurance that is desired. All that is now necessary is for the people to make their wants known, through the medium of their commercial bodies and the railroads will attend to the rest.

Matters are fast taking definite shape in relation to the Western Oregon Development League convention which is scheduled to be held in this city on Wednesday, March 23, morning, afternoon and evening. That it will be the largest gathering of its kind, aside from the state league convention, ever held in the state there is little doubt; and that it will prove an unqualified success in every particular there is still less doubt, at least it will not be the fault of the Greater Salem Commercial Club and the special committee representing that body if it is not. The date of the convention has been set, the program, which will be a hummer, is well along toward completion; there is plenty of assurance of a good attendance with enthusiasm in proportion and, last evening, the Salem Commercial Club decided unanimously that the delegates and guests in attendance upon the convention will be accorded a hearty and substantial reception and entertainment, in the form of a banquet and smoker, and at the expense of the Greater Salem Commercial Club.

Already, and within the brief space of one half hour at the meeting last night, $30 in voluntary subscriptions was raised toward defraying the expenses of this entertainment and refreshment program, which is only a good start along the line of what will be done. It is not proposed to make this banquet a "cheap" affair, on the contrary it will be such as will redound to the credit of the city and the citizens thereof, and to do this it will require a fund of from $150 to $200. This fund is to be raised by subscription from the public-spirited citizens of this city. There is no question that it will be raised in one day as the matter has been referred to the special committee which has the arrangement program in hand, Frank Davey, J. L. Stockton and E. Hofer, who will push it through to a successful termination.

The meeting last night was called to order by President Hofer. Chairman Davey, of the special committee on arrangements, took the floor and outlined the work of the committee as accomplished up to date in a brief and concise statement. Summarized, he said: The committee has fixed a date for the convention; issued invitations; outlined a program of entertainment, which is working out well; has decided to take advantage of the kindly hospitality of Proprietor J. Conner, of the Willamette Hotel, in the extending of an invitation to use his parlors during the convention for the reception of delegates, conferences, etc., and also upon giving a banquet and smoker to the delegates and guests upon the occasion of the convention. All of this was unanimously ratified and concurred in by those present, and all arrangements so far as could be under the circumstances were completed; aside from the minor details which will be attended to later as they arise.

After a brief statement of the objects of the convention, which were substantially, for the development and exploitation of the wonderful resources of the westren part of Oregon and to devise plans to induce people who visit the Lewis and Clark Fair to extend their trip through the valleys to the southern part of the state, a general discussion arose during which suggestions were offered as to what should be done to bring this about. Impromptu talks were made by J. H. Albert, Frank Davey, J. L. Stockton, F. N. Derby, Mayor Waters, Gideon Stolz and others, all of whom expressed their ideas of what steps should be taken for the best interests of the entire valley and Western and Southern Oregon. The consensus of opinion was that an energetic effort should be put forth to prevail upon the Southern Pacific Company to grant a special round trip rate for visitors, good for thirty days, in order to afford them an opportunity to get out of Portland and take an observation tour of the interior of the state where exists all of the agricultural and horticultural wealth.

W. S. Pradwell, representing the Harriman railroad system, and here on a special mission to assist in the promotion of the fla fibre industry, stated that the through rates to the Lewis and Clark Fair from all points west of the Missouria river would be $45 and that the rate via California would be $65. Those coming by the latter route would be granted stop-over privileges and would probably not require a special rate, but the parties who come by the more direct route should be given a special round trip rate. He thought this should be granted and that it probably would be if the matter were properly presented to Mr. Coman. At this point F. N. Derby announced that he had further correspondence with Mr. Coman upon this question, since the last club meeting and that Mr. Coman had informed him that he thought it quite probable or likely that the company would put on a special rate for up-valley trips at a reasonable figure and with at least ten days' stop-over privileges. "The people need have no worry upon this score," says Mr. Coman, "it is to our interests as much as theirs and will doubtless be attended to in a manner satisfactory to all." It was thought that the time limit of these special trip tickets should be not less than thirty days and that the fare for the round trip should not exceed the regular one-way rate.

There was a good attendance at the meeting and much enthusiasm was displayed. Reports from all along the line up the valley indicate that every club will send a good strong delegation to the convention and that the program will be of the best order and composed of various leading development subjects. President Hofer announced the club's State Development League committee on good roads as follows; Judge J. H. Scott, L. M. Gilbert, C. A. Gray, C. C. Cary and John H. Albert and another committee to represent the club at the league convention, composed of Mayor F. W. Waters, F. W. Spencer, Hal D. Patton, Fred W. Steusloff, Gideon Stolz, J. H. McNary, F. N. Derby, W. W. Zinn and F. W. Durbin.

During the course of the evening it was announced that Mr. A. Gerlinger, the promoter of the Dallas, Falls City Railroad, had been extended an invitation to be present at the convention and that an answer had been received from him to the effect that, while he could not be present in person he would send some one to represent him from Dallas. This brought on the question of the building of the prospective railroad extension between this city and Dallas and Mayor Waters, who has the matter in hand, was called upon for an expression as to what progress was being made. Mayor Waters said:

"I think the prospects are very good for a railroad between here and Dallas. I might say that the negotiations have been opened up afresh upon the proposition but there are some points that I am not at liberty to discuss at the present time. It is a matter that this town once had an opportunity to take up and assist in the financing of it but it was refused. It may be that another opportunity will be presented along the same line in the near future. It is only a matter of time until it will come. The people around Independence and other points in Polk county have to travel a great many miles in a roundabout course to get to Salem and they are all desirous of having the road built but very little energy can be aroused toward the realization of the project at the present time."

After listening to a rousing talk from Mr. Pradwell, which appears in another column in this issue, upon the flax question, the club adjourned subject to the call of the president. Before adjournment was had, however, it was decided upon motion that a committee of five, of which Mayor Waters shall be chairman, be appointed to act as a reception committee to meet the delegates at the trains and extend to them the courtesies of the city and the club. Beside the regular list of representative delegates at large to the state league convention at Portland, it was also decided to appoint a committee consisting of one member from each town represented at the convention to formulate and present the plans of the convention to the railroad in the matter of rate and excursion concessions during the fair.

BOTH WISH IT NEITHER ASK IT

JAPAN AND RUSSIA WOULD GLADLY MAKE UP.

BUT BOTH BOLDLY TALK WAR

Russian War Council Meets Today and the Question of Peace Will Be Considered.

Count Cassini Raves About "Russian Prestige" and Does Other Hat Talk About War End Coming With Russian Victories—Washington Peace Talk.

WASHINGTON, March 13.—When the Czar calls his war council tomorrow he will be able to inform them that Japan would welcome peace on reasonable terms and will promptly name her conditions providing she receives trustworthy assurance that they will be seriously considered.

This the Emperor learned from friendly chancelleries in Europe as well as the general terms acceptable to Japan. These, it is said, include the retention by Japan of Port Arthur, a Japanese protectorate over Korea and indemnity. From a high official the Associated Press hears that Russia has recalled the second Pacific squadron. An attache of the Russian embasy in Europe is quoted as expressing the belief that Kuropatkin's recent defeat will force Russia to ask for peace.

Briefly, these were the reports current in the diplomatic corps today, and as a result of this important information, offical Washington believe tonight that Russia and Japan are on the verge of peace. There is a strong indication that Oyama's mighty blow has made for peace. Count Cassini, the Russian Ambasador, is the notable exception in the group of foreign envoys here who look for peace.

"However generous the terms which Japan might offer," the Ambassador said tonight, "Russian prestige is not among them. That is one thing for which war will be fought to the end. Victory for Russian arms will alone make for peace. If not at Tie Pass, then at Harbin. Russia will assemble another amry mightier than before and with that army will settle the issue. It may be six months, a year, or perhaps two years. Time is no consideration."

At the Japanese legation it is declared that St Petersburg and not Tokio is the capital from which the world must hope for peace proposals. Officials here expect by tomorrow that St. Petersburg will have fully comprehended the extent of Oyama's victory and then make known its decision regarding the continuance of war.

CRUISER COLORADO IN COMMISSION.

PHILADELPHIA, March 13.—The armored cruiser Colorado, recently built at Cramp's shipyard and turned over to the government today, left the League Island navy yard. Her destination is Porto Rico, where she will participate in the maneuvers off Culebra. Later the Colorado will go to Pensacola, and will make a speed-endurance run to Boston.

THE SPRING SUITS AND TOP COATS

Of which we now show a few advanced styles, are, we believe, the swellest and most exclusive designs which have ever entered this store. The tailoring is perfect, and the material from which they are made is the best that we can put into fine garments. Prices are within your reach.

$10.00 to $25.00

Our line of Roberts hats is complete with all the new Spring shapes and shades.

ROBERTS

EVERY HAT GUARANTEED.

BEST $3.00 HAT ON EARTH

Salem Woolen Mill Store