

TO HELP THE RIVER

Captain Harts' Report for Canal at The Dalles.

CHANGE FROM BOAT RAILWAY

Comprehensive Statement of the Interests to Be Served by Proposed Improvement—Scope of New Enterprise and Its Cost.

WASHINGTON, Dec. 21.—The report of Captain W. W. Harts, United States engineer, on the improvement of the Columbia River at the Dalles, has reached General Wilson, Chief of Engineers. The more important parts of it follow:

From Alaska on the north, the Cascade range of mountains extends parallel to the Pacific Coast about 100 miles inland as far south as San Francisco Bay. This range of mountains offers an almost unbroken barrier to carry communication between the coast on the west and the wide, productive regions of Idaho, Eastern Oregon and Washington, lying between the Rocky and Cascade mountains. From the international boundary line on the north as far south as the Sacramento River, in California, the only important low break in the barrier formed by the Cascade Range is the Columbia River Valley. This valley forms the only natural line of communication between the Pacific Coast and the country east of the Cascade Range when there is not involved a lift of several thousand feet over the mountains. It thus affords an outlet for the products of the interior, which outlet will unquestionably be the line of least resistance.

The geographical location of the Columbia River Valley and its exceptional advantages for a line of transportation have added to its natural importance in proportion as the country it drains has developed from an almost uninhabited wilderness to a productive and prosperous region. There appears much to be expected in calling this interior region the "Inland Empire," by which name it is often known.

The Columbia River rises in the southernmost part of British Columbia. Flowing in a southerly and westerly direction through the State of Washington until it reaches the northern boundary of Oregon, and then flows westward about 20 miles between the States of Oregon and Washington until it empties into the Pacific Ocean. This river, as is well known, is the greatest on the Pacific Coast of North America, and with its tributaries, drains an enormous area, much of which is mountainous country, estimated to contain 50,000 square miles, 35,000 square miles of which is covered by the Cascade Mountains. This latter area is about equal to the combined areas of all the New England States, including also New York, Pennsylvania, New Jersey and Maryland. The drainage basin of the Columbia stands second in the United States in point of size and commercial importance. It receives from the prairie regions of Idaho, the Snake River (which itself drains a large area), the drainage from the Clearwater Basin, from Cold Spring and Camas Prairies and from the other eastern prairie regions of Oregon and Idaho. From the Willamette Valley, in No. western Oregon, it receives the drainage of another great area, through the Willamette River. The drainage from the entire region of the Columbia, including the Palouse and Walla Walla countries, reaches the Columbia through many smaller tributaries, among which are the Yakima, Deschutes, Emwatha and Walla Walla Rivers. The largest of its tributaries, however, are the Snake and Willamette Rivers.

Columbia's Navigable Waters.

From the mouth of the Willamette River up to Three-Mile rapids, 100 miles above the town of The Dalles, Or. (which latter place is on the Columbia, 38 miles above the mouth of the Willamette), the Columbia is navigable without difficulty at all stages below extreme high water for vessels drawing up to eight feet. From Three-Mile rapids up to Celilo, Or., a distance of about 19 miles, all continuous navigation is interrupted at all stages by falls, rapids and contracted channels, through which the water is forced with great velocity. Above Celilo the river is again navigable for boats drawing 5 to 4 1/2 feet loaded (although with some difficulty at low water stages on account of many rocks and shoals), up as far as Priest rapids (in Southwestern Washington), a further distance of 38 miles; and Snake River, flowing into the Columbia at Astinworth, Wash., is also navigable for light-draft boats as far as Astin, Wash. (seven miles above Lewiston, Idaho), 146 miles above Astinworth. The Columbia for 39 miles below the mouth of the Snake and the Snake for about 33 miles above its mouth are now, however, so obstructed with shallow water and rocks and bowlder ledges as to be practically unnavigable at extreme low water, usually for a short period in the Autumn, but with these exceptions navigation in the portions mentioned is not especially difficult. The opening to navigation of the 19 miles of the Columbia River between Three-Mile rapids and Celilo would, therefore, give an unbroken length of about 160 miles of the Columbia and Snake Rivers that could be navigated the greater part of each year, and thus provide water communication with tidewater and furnish transportation facilities in regions that now have practically none. The Columbia River and its tributaries, before the railways were built, were for a great many years the only means of connection between the ocean and the interior regions tributary to these streams.

The only navigation of either the Columbia or the Snake River above Celilo is by special expeditions carried on during that portion of the Snake by the Riparian and Lewiston, 71 miles, where a daily line of steamboats is still running, connecting with the O. R. & N. Co.'s rail line Riparian and with the Spokane-Lewiston rail line of the Northern Pacific Railroad Company at Lewiston. The need for better commercial connection between the interior country and the coast has, however, arisen mainly in recent years, on account of the great increase in the acreage in the wheat-producing regions and other tillable land, and on account of the discoveries of gold, copper and other valuable minerals in Idaho and Eastern Oregon and Washington. The natural rapid development of the interior country has given the question of transportation facilities a decided importance.

Nature of the Obstruction.

"Much, if not all, of the arms of Idaho, Washington and Oregon are believed to have been covered in some former geological period by successive basaltic lava flows, which, in cooling, have formed the basaltic cliffs and the igneous rocks of various degrees of hardness now forming the greater part of the surface of these regions. These layers of basalt in some localities are said to be 4000 feet thick. The Columbia River between The Dalles and Celilo has apparently been slowly cut into its present form by the action of what appear to be thick layers of hard basalt and andesite. The total low-water discharge of the river, as computed from observations taken near this place during the survey, is about 100,000 cubic feet per second, and the extreme high-water discharge is likewise computed to be 1,500,000 cubic feet per second. This discharge must all pass through the narrow and crooked channels worn in the volcanic rock between The Dalles and Celilo. These conditions combine to form complete obstructions to navigation of a very unusual nature. In no part of the other 286 miles of the Columbia River between its mouth in the Pacific Ocean and Priest rapids is anything like such a condition met with.

"These obstructions between The Dalles and Celilo consist of rapids, falls and contracted channels, and may be divided into four sections, as follows: First, the uppermost, Celilo falls, at Celilo, which has a fall of 50 feet, approximately, at low water, in a distance of about 300 feet, when the bed of the river is suddenly broken up and filled with islands and ledges, over and between which the water rushes with great force. There is at one place at Celilo a sheer cliff, which is so high and steep that it is absolutely impossible for any vessel to pass this point with safety at anything like low-water stages. Below Celilo falls the next obstruction consists of a series of rapids, which are in fact the whole width of the river at low water passes through a narrow channel about 200 feet long, hemmed in on both sides by high banks of basaltic rocks nearly vertical, and from 200 to 300 feet apart. Behind one of these banks, however, at stages about 20 feet above low water, there is a high-water channel, so that when the surface of the water is raised at this point to the extent of about 20 feet, it spreads out over a greater area, thus increasing its area of cross-section and decreasing its scope and velocity. Just below Ten-Mile rapids are a number of rocks, which, although dangerous in their present condition for any kind of navigation, are so situated that they could be removed at comparatively small expense, so as to cause but little trouble to vessels.

"A short distance further down the river the third obstruction, and by all means the most serious of all, are what is known as Five-Mile rapids, or the Big Eddy. Here the distance of about 500 feet in the total low-water discharge of the Columbia is forced between high banks of solid rock nearly vertical, and in some places not over 100 feet apart, which form a surface having a fall of 21.2 feet in this distance. The banks are solid basalt rock, precipitous, and from 40 to 60 feet high, and the bottom is a succession of rocks 40 to 60 feet deep. On account of the choked condition of the channel and the quantity of water forced through it, the velocities are high, and eddies and cross currents so serious that large vessels have never attempted to go up through these rapids, even at most favorable stages. The remark is often made that this section of the river is "tugged upon edge," and the conditions justify the use of such expression. This narrow portion of the river ends, at its lower end, in a whirlpool of great depth, known as Big Eddy, where the river makes a bend at right angles to its course just above. Along the Oregon or south side of this narrow portion of Five-Mile rapids for much of its length are found two natural high-water channels or canals lying nearly parallel to the river. These natural channels offer advantageous sites for canals, and it is proposed to utilize the one lying next south of the river in the system of canals proposed herein. About one mile below Big Eddy the fourth obstruction is met with, known as Three-Mile rapids, where the channel is considerably obstructed and contracted at several places by islands and by rocky points extending from the Oregon and Washington shores into the river. This last obstruction is the only one that seems to lend itself with ease to improvement. It is believed that the removal of small portions of rock at several places along Three-Mile rapids will also remove the dangerous features of these rapids.

Difficult Problem to Solve.

"The condition of the four above-named obstructions has been described with regard to low-water stages. The problem of improvement, already extremely difficult on account of the natural conditions existing at low water, is vastly complicated by the change that takes place in this vicinity during high-water stages each Summer. The total fall in the rapids of river from above Celilo falls to quiet water, Big Eddy, during the low-water stages, is approximately 31 feet. The greater part of this fall during low water takes place at the upper end, at

and near Celilo falls. The fall throughout the remainder of the distance is not absolutely prohibitive of the use of it at extreme low water by vessels, provided the channel be somewhat widened and otherwise improved. As the water level rises, however, these conditions are reversed, the surface slope at Five-Mile rapids increases and at Celilo falls decreases, so that at high water the surface at Celilo falls has a slope of only about three feet to the mile, instead of about 50 feet, whereas the fall at Five-Mile rapids increases from a total of 11.2 feet to a maximum of 25 feet, or from about 5.5 feet to the mile to 21 feet to the mile. These conditions are largely caused by the conformation of the banks above the bench that forms the low-water banks, causing at all stages a gorging of the water."

Captain Harts recites the history of previous examinations and surveys, beginning with the first investigation of Major Michler, in 1874, when a report favorable to improvement was made. The next examination was made by Major Powell, in 1878, when improvement of channel and shore canal water recommended at a total cost of \$6,513,343. The estimate was so high that Congress refused further investigation, and the boat-railway scheme, to cost \$2,360,000, was recommended in 1888, and in 1892, after reconsideration, again recommended. But rivermen raised many objections to having their craft taken out of the water and transported by rail, and with both vertical and horizontal curves, and the result was the examination upon which this report is based. The report then outlines the new plan of improvement as follows:

Improvement Now Proposed.

"Briefly stated, the proposed project for improvement now submitted provides for abandoning the previous boat-railway project and for substituting the following: First, the construction of a canal about 300 feet long, with two lift locks of about 21 feet lift each, extending across the peninsula on the Washington shore in the vicinity of Celilo falls, the removal of the worst obstructing rocks at and below Ten-Mile rapids, and the opening of a relief channel along the lines of the existing high-water channels on the Washington shore, immediately north of and parallel to Ten-Mile rapids; third, the construction of a canal about 500 feet long around Five-Mile rapids, having two locks (one of 21 feet lift and one to be used as a guard lock for use during high stages), this canal to be along the Oregon shore, its lower end opening immediately below Big Eddy and its upper end to immediately above the head of Five-Mile rapids, utilizing for this canal, as far as practicable, the more northerly of the two natural high-water channels on the Washington shore; fourth, the construction of a submerged dam or weir immediately below the head of Five-Mile rapids, which will raise the present level of the low-water surface approximately 20 feet, thus drawing out the rapids between this dam and Celilo falls, and reducing the currents in the river between the dam and around Five-Mile rapids and that around Celilo falls, especially at low stages, by increasing the area of the cross section of discharge and diminishing the surface slope; fifth, the removal of the worst obstructing rocks at Three-Mile rapids."

"The proposed canals are designed to be 60 feet wide, the locks to be 142,000 feet, with a clear depth of seven feet of water over the miter sills.

It is estimated that this project for canal may be completed within five years after acquiring rights of way if funds are made available as fast as required by the needs of the work, or it contracts for total work or large portions of it are permitted. No difficulties of construction are contemplated other than those usually encountered in any work of this magnitude. A summary of details of the following summary of cost is submitted: Celilo falls canal and locks, \$1,212,500; Improvement of Ten-Mile rapids, \$407,500; Five-Mile rapids canal, locks and dam, \$2,147,250; Improvement of Three-Mile rapids, \$52,448; Land and right of way, \$60,000; Total, \$4,080,700.

A table is submitted making the following showing for the several geographical sections constituting the Inland Empire:

Table with columns for various regions (Acres tillable, Acres cultivated, Wheat, Oats, Barley, Flax, Cattle and horses, Sheep and hogs, Fruit, carloads, Wool, pounds, Hides, pounds, Hay, tons) and rows for Lewiston, Palouse, Big Bend, Walla, Yakima, Pendleton, The Dalles, and Total. Total estimated value, 1900, is \$25,526,000.

*Including barley. **Including oats.

"In addition to the foregoing, there is said to be much valuable timber in the Clearwater River Valley. The white pine now standing in this valley is estimated by the Lewiston Commercial Club at 2,000,000,000 feet, and is said to cover 200,000 acres. In the Grand Ronde Valley, in Eastern Oregon, there is likewise said to be 200,000 acres of yellow pine standing, amounting to 2,000,000,000 feet, and of merchantable lumber. The gold and copper mines in Idaho and Eastern Washington and Oregon are said to be valuable and productive, the gold belt of Eastern Oregon alone producing \$2,250,000 in 1898, and the Couer d'Alene district of Shoshone County, Idaho, having the largest lead-silver mines in the United States. The development of the valuable copper mines in the Seven Devils district, along the Snake River, between Lewiston, Idaho, and Huntington, Or., is said to be awaiting transportation facilities."

"Present freight rates on wheat from Lewiston and the Palouse districts to Portland, Tacoma or Seattle are reported to be 2 1/2 cents per cental, or 12 1/2 cents per bushel, the distance being roughly 200 miles. The rate to Portland from Walla Walla and Pendleton, roughly about 200 miles, are 10 1/2 cents per bushel and 17 1/2 cents per cental; from The Dalles to Portland, 38 miles (between which two points there is water as well as rail transportation), they are 4 1/2 cents per bushel and 7 1/2 cents per cental. These rates amount to about 8 cents per bushel per 100 miles from Lewiston, whereas the rate is about 4 cents per bushel.

"On the Mississippi River the rate on wheat in sacks from St. Louis in 1899 was 19 cents per 100 pounds for the entire distance (about 700 miles) at a little less than 1 cent a bushel per 100 miles. The average rail rate for the same distance over the Illinois Central Railroad was .58 cent per ton per mile, or 1.17 cents per 100 pounds per 100 miles, more than double the water rate."

"In 1874, Major Michler said, regarding the improvement at the Dalles: 'The importance of the proposed improvement cannot be overestimated.' Major Powell reported in 1882 that 'in volume and commercial value the Columbia is second only to the Mississippi.' The board of engineers in 1892 stated that it did 'not seem necessary to present statistics or arguments to demonstrate the importance of the improvement of the Columbia River.' 'This is my opinion,' says Major Powell in this report, 'this work is one of public importance, and one that is a worthy undertaking for the United States.' 'As to whether the present is the most favorable time to undertake the work of this magnitude, attention is invited to the reports of two boards of engineers, both of which advocated the construction, equipment and operation by the United States of a portage road to transfer freight around the obstructions between The Dalles and Celilo free of cost to the shippers. This road, as proposed, was to be a temporary expedient to transfer freight prompt relief for the interior producers, and was to be followed by the more permanent improvement when necessary to accommodate the traffic. The condition of the river at the date of these reports of the boards has changed only in the direction of making their recommendations more worthy of consideration. Such portage road could probably be completed at little more than one-tenth the cost of the proposed canal, and within less than half of the time, as the right of way is now nearly all secured, and the construction of the road is now awaiting further action of Congress."

The Boat Railway Project.

Regarding the boat railway project, Captain Harts offers the following comment: "By its adoption in 1892 of the project for a portage road around the obstructions in the Columbia River between The Dalles and Celilo by means of a boat railway, and its appropriation of \$500,000 for this purpose, Congress, it is assumed, practically indicated its views on the question of the worthiness of this locality for improvement by the general Government. The main point for present consideration is whether it is expedient to improve by means of the well-known and time-proven system of canals and locks, at a probable cost of about \$4,000,000, or to enter upon an experiment in the shape of a boat railway, at an estimated cost of not over \$3,000,000.

"The boat railway is as yet new, untried and wholly experimental. It would involve in this case the raising of a vessel from the water on a hydraulic lift for a height of 77 feet vertically at one end and on a similar lift 62 feet high at the other end, and carrying the boat on a specially designed roller about 200 miles of track, having both vertical and horizontal curves. The successful docking of a vessel alone, even one of the lightest, is a specially difficult matter, and is an operation requiring nicety and care. Carrying an overland on a car is an operation not yet successfully accomplished anywhere under anything like similar conditions. The boat railway upon which any construction work has ever been begun, or that has, perhaps, been carefully studied in detail, is the one in Canada known as the Chiqueto ship railway, 17 miles long, connecting the Bay of Fundy with the Gulf of St. Lawrence. It is reported that \$4,000,000 had to be expended on this ship railway up to 1888, and although it was originally expected to

WILL HELP CELEBRATE

NORTHWEST TO JOIN LEWIS AND CLARK CENTENNIAL.

Governors of Four States Requested to Bring the Matter Before the Legislatures.

SALEM, Or., Dec. 21.—In accordance with the suggestion of the Oregon Historical Society, Governor Ueher today wrote to the Governors of Washington, Idaho, Montana and Wyoming, inviting those states to unite with Oregon in a fitting celebration of the centennial of the Lewis and Clark expedition to the Northwest Coast. He requested the Governors of these states to present the matter to the Legislatures of their respective states, in order that proper action may be taken by those bodies.

MID-HOLIDAY CARNIVAL.

Marshfield Event for Next Week—Programme in Brief.

MARSHFIELD, Or., Dec. 21.—A mid-holiday carnival will be held here December 25. The exercises will consist of a trapezoidal contest, street concerts and parades, with a military drill by 50 young ladies in costumes, and dramatic entertainments by local talent. A football game for a purse of \$50 will be played December 25 between an eleven from Coquille City and the Marshfield team. A grand ball will be given December 26. The carnival will conclude with a minstrel performance given by the members of the Marshfield band. Nearly \$500 has been subscribed by the Marshfield business men, and an equal amount is expected to be realized from the voting contest for Queen, which is now waxing warm. Miss Annie Anderson and Miss Addie Snyder of this place, are at present the favorites, with many other popular maids and matrons well up in the race. Special excursion rates have been given by the railroad and steamboat companies, and a large attendance is assured from all sections of Coos County.

OREGON LUMBER FOR ALASKA.

Two Mills Receive Good-Sized Orders for Salmon Boxes. ASTORIA, Dec. 21.—The Astoria Box Company and the Neenahum Spruce Lumber Company have orders for Alaska salmon boxes sufficient to keep their plants running full time for the next three months.

City Printing Contract Let.

The ways and means committee of the Common Council opened bids this afternoon for doing the city printing during the year 1901. The bids for advertising were by the inch, or 12 lines of nonpareil. The contract was awarded to the Astorian on a bid of 3 1/2 cents for the first insertion and 2 cents for each subsequent insertion. The contract for printing blanks was awarded to J. S. Dellinger.

Advocates Terms of Court.

An adjourned session of the Circuit Court was held today by Judge McBride, but no formal business was transacted.

WELLINGTON MINERS TO STRIKE.

Assert That Their Wages Have Been Cut Thirty Per Cent.

VANCOUVER, B. C., Dec. 21.—The South Wellington Miners' Union has passed a resolution to strike because Manager Pauls has refused to pay for turning places and has given notice to increase the miner's ton from 250 pounds to 260 pounds. The union claims that this is contrary to their agreement made in August with the mineowners. The strikers allege that the new regulations are equivalent to a cut of 30 per cent. They declare that they will not resume work until their terms are granted.

SUGAR-BEET BOUNTY.

Washington Factory Receives \$11,800 for Spokane County Crop. OLYMPIA, Wash., Dec. 21.—The State Auditor today issued a warrant for \$11,800 to the Washington Sugar Company, D. C. Gorbin, president, with headquarters at Spokane. This amount is bounty on sugar manufactured by that company from beets grown in Spokane County, and represents 1,122,500 pounds of sugar manufactured in 1900. In 1899 the company received a bounty of \$2168.

BASKET-BALL GAME.

Portland and Vancouver Teams Will Meet Today.

VANCOUVER, Wash., Dec. 21.—Tomorrow evening a basketball game will be played at the gymnasium of the Vancouver Athletic Club, between the Multnomah Club team, of Portland, and the Vancouver Amateur Athletic Club team. Christmas Football. A football game has been arranged between the Vancouver High School eleven and the Vancouver Tribunes, to take place at the Washington Sugar Company, D. C. Gorbin, president, with headquarters at Spokane. This amount is bounty on sugar manufactured by that company from beets grown in Spokane County, and represents 1,122,500 pounds of sugar manufactured in 1900. In 1899 the company received a bounty of \$2168.

Held for Arson.

OREGON CITY, Dec. 21.—Thomas Jones, or Beaver Creek, formerly known as "Clackamas Jones," was arraigned in the Justice Court this afternoon on a charge of setting fire to the Beaver Creek Grange Hall last June. The evidence was principally circumstantial, but strong enough to cause the Justice to bind him over to appear before the Circuit Court. His son, Charles, who was arrested as an accomplice, was discharged from custody.

The Changeling Child.

The Scientific Explanation of the Change Formerly Attributed to the Fairies.

In folk lore stories there is frequent mention of changelings—children who were changed by fairy influence. Some loving wife and proud husband, found their child weak of body, and sometimes weak of mind. It grew up to be fretful, sullen and perhaps spiteful. It seemed impossible that love could bring such a child into the world. So the child was called a fairy changeling, a child substituted by the fairies for one whom their envy for its loveliness they had carried away. We hear no more of fairy stories. Stern science says that healthy and lovely children must have healthy parents, and that when the mother in her days of waiting and anticipation is



THE FAIRY GOD-MOTHER.

is a very pretty invention. But the real fairy god-mother is the natural mother of the child. It is she who must endow her child with health from which springs all other endowments desirable for humanity. How reasonable this is. The child can have no strength which the mother does not give it, and how can the weak mother, who has not enough strength for herself have anything to spare for her babe? The way to have healthy children is to be healthy. But how to be healthy is the vexing question for women. Is the mother to blame because she is nervous, because her appetite fails and her strength wanes, because she is sleepless and despondent? One cannot blame the woman whose only failing is that she does not know how to change her condition. Yet a woman's health is practically in her own control. If she is weak she can be made strong. If she is sick she can be made well. The experience of other women shows that the rose of motherhood can be stripped of its thorns by the use of Dr. Pierce's Favorite Prescription.

When I wrote you in March, asking advice as to what to do for myself, says Mrs. Ella Reynolds, of Guffie, McLean Co., Ky. "I was expecting the baby's coming in June, and was sick all of the time. Had been sick for several months. Could not get anything to stay on my stomach, not even water. Had mishaps twice in six months, and threatening all the time now. Had my hips, back and lower bowels hurt me all the time. Had numbness from my hips

down. Had several hard cramping spells, and was not able to do any work at all. I received your answer in a few days, telling me to take Dr. Pierce's Favorite Prescription. I took three bottles, and before I had taken it a week I was better, and before I had taken it a month I was able to help do my work. On the 27th of May my baby came, and I was only sick three hours, and had an easy time. The doctor said I got along nicely. "We praise Dr. Pierce's medicine for it has cured me. I am better now than I have been for thirteen years. I hope all bow are afflicted will do as I have done and be cured." Dr. Pierce's Favorite Prescription is a perfect medicine for women. It establishes regularity, dries the drains which weaken women, heals inflammation and cures female weakness. It is the best preparative for maternity, strengthening the nerves, encouraging the appetite and inducing refreshing sleep. It gives the mother strength to give her child and make the baby's advent practically painless.

THE TEST OF WOMAN'S HEALTH

is strength. A well woman will be a strong woman. She will not be "just dragging around" with throbbing head, aching back and constant weariness. No woman can be strong who is troubled by disease of the delicate female organism. The proof of the curative power of Dr. Pierce's Favorite Prescription may be all summed up in the phrase "It makes weak women strong, sick women well." "During my two years of married life I have not had good health," writes Mrs. Daisy Studdard, of 608 So. Esplanade Ave., Leavenworth, Kans. "I was all run-down, and my husband got me to write to Dr. Pierce and explain my case to him, and see if he could do me any good. So I wrote, and thank the Lord, I got an early reply, telling me what the trouble was. I commenced taking Dr. Pierce's Favorite Prescription, and also the 'Pleasant Pellets,' and now can say that I feel like a new woman, and can say also that we have a big baby four months old. When the baby came it was just wonderful how I got along and now I do all my work and do not feel tired out like I used to. I have taken eight bottles of the Favorite Prescription. It makes one feel well and strong."

When a dealer tempted by the little more profit paid by less meritorious preparations offers a substitute as "just as good" as "Favorite Prescription" for him means his profit and your loss.

A WOMAN IS AT HER WITS' END

sometimes to find a cure for familiar ills. Dr. Pierce's Common Sense Medical Adviser is full of helpful hints and information for women.

I got the People's Common Sense Medical Adviser for 31 cent stamps, writes M. M. Wardwell, Esq., of Lincoln, Leavenworth Co., Kans. "Wouldn't take five dollars for it if we couldn't get another. Gave receipt for 'nursing sore mouth' to two women that the doctor was not able to benefit, and they were cured."

This great medical work, containing 1008 large pages, is sent free on receipt of stamps to pay expense of mailing only. Send 31 one-cent stamps for the cloth-bound volume, or only 21 stamps for the book in paper-covers. Address Dr. R. V. Pierce, Buffalo, N. Y.

J. W. Mackay, North Pacific Pioneer.

VICTORIA, B. C., Dec. 21.—J. W. Mackay, who came here in 1847, for the Hudson's Bay Company, died at noon today. He opened the Nanaimo mines for the Hudson's Bay Company, and acted as guide for commissioners establishing a boundary between the United States and British Columbia, and took a prominent part in all events in the early history of the North Pacific. Latterly he has been a chief clerk in the Indian Office.

Mrs. Bertha Rosenquist, of Astoria.

ASTORIA, Dec. 21.—Mrs. Bertha Rosenquist, of this place, died last night from the effects of a paralytic stroke. Deceased was 74 years of age, a native of Sweden, and had lived in Astoria about four years. She leaves three daughters, Mrs. W. P. McGrogan, Mrs. E. Rognow and Miss Anna Rosenquist, all of whom live here.

Graving-Dock Engineer Dead.

VICTORIA, B. C., Dec. 21.—A. C. Muir, chief engineer at the Esquimalt graving-dock, is dead.

For a Cold in the Head, Laxative Bromo-Quinine Tablets.

A Eugene dealer shipped a carload of chickens to Seattle Wednesday.

Map Showing Projected Improvement of the Columbia River at The Dalles, According to Plan of Captain Harts, United States Engineers.

