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MONDAY, DECEMBER 16, 1901.

THE COMING PLAYS.

"Ole Oleson" on Wednesday Night—
"Old Jed Prouty" Dec. 27.

"Ole Oleson," blonde of hair, ruddy of cheeks, ingenious as to manner, unsophisticated as to worldly ways, but honest to the core and willing to incur any danger in behalf of his friends and the triumph of right is one of the few stage characters that have retained their popularity despite the ever changing tastes of the theatre going public. Like "Rip Van Winkle," "Uncle Josh Whitecomb" and Nathaniel Berry in "Shore Acres," Ole pursues the even tenor of his way, delighting his audiences and carrying with him an atmosphere of honest, homely and wholesome naturalness worth infinitely more than all the sham bravado of romantic heroes and the flippant cynicism of drawing room characters in problem plays. This explains why Ole lives and lasts and is also a tribute to the good sense and wholesome instincts of the great mass of theatre goers. As a play, "Ole Oleson" lays no claim to being a masterpiece, but it far and away the best of the Swedish dialect series and possesses a peculiar charm. The popular comedian, Ben Hendricks, and his company will present it at the Frazier opera house next Wednesday night, and it is promised that the performance will be in every respect the best his comedy has ever had. A special feature will be offered in the singing of the Swedish Ladies' Quartette and numerous specialties will be introduced by Mr. Hendricks, Nettie Trand, Annie Douglas and others.

Will Live Forever.

Will Richard Golden's beautiful play, "Old Jed Prouty" live forever? It has been asked time and again. This is the eleventh year that Mr. Golden has appeared in his pet creation. He has played the character Old Jed over 3700 times, has played it in over 400 cities and covered in a time over 240,000 miles of travel. He follows up these figures, giving as an estimate as possible, "Old Jed" has expended quite a bit of money in his wanderings. In eleven years has paid in railroad fares over \$900. The amount of salaries to performers has amounted in this time to nearly \$500,000.

It is roughly estimated that Richard Golden and "Old Jed" have entertained over 3,000,000 people, who have paid nearly \$1,000,000 for that privilege. Golden states that this will be his last appearance in his famous creation, but that is doubtful, as "Old Jed Prouty" is now on the presses of the largest book publishing concern in America, and will soon appear in book form, as a high priced



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NOW FOR AN OPEN RIVER TO THE SEA

VIGOROUS STAND BY THE PORTLAND CHAMBER

At a recent meeting of the trustees of the chamber of commerce of Portland, the following resolutions were unanimously adopted as the definite declaration of Portland on the subject of the proposed opening of the Columbia and Snake rivers to navigation:

Develop the Inland Empire.

Whereas, the industrial interests of the entire Pacific northwest demand that the Columbia and Snake rivers be made navigable from the Pacific ocean to the farthest point inland to which boats may ascend. The present objective points are the foot of Priest Rapids on the Columbia, 301 miles from the mouth of the river, and Lewiston, Idaho, 140 miles inland on the Snake river from its mouth, but it is desirable that other stretches of these rivers and their tributaries, be opened to navigation as rapidly as the development of the surrounding country justifies the government in proceeding with improvement. We sincerely trust that American engineering skill will devise some means of overcoming the obstructions in the Columbia in the greater part of its course through the state of Washington down to Priest Rapids, and we hope that the day is not far distant when, by canal and locks, portage railways, and other forms of improvement, all of the 723½ miles of river between Marcus and the Pacific ocean will be opened to navigation. At the present time, 258 miles of this total distance are navigable; 311 miles are navigable under favorable conditions; 10 miles below The Dalles and Celilo, 11½ miles at Priest Rapids, and 11 miles between Rickey's Landing and Marcus—are obstructed. Between Marcus, Washington, and Arrowhead Landing, B. C., the Columbia is navigable for 187 miles.

Traffic of the Lewiston Country.

Whereas, the principal obstructions to navigation from the Pacific ocean to the greater part of what is known because of its wonderful productiveness, as the Inland Empire, and the one that must be overcome to serve the present interests of the tributary country and promote its further development, is between The Dalles and Celilo, a distance of thirteen miles. The overcoming of this obstruction and the making of additional improvement which is justified by the area to be served, and its industries, would open a natural route for all of southern Washington, and nearly all of western Idaho, particularly the Lewiston country. The Lewiston country alone embraces 15,000,000 acres and has practically free water navigation from its heart to the ocean. Except for the obstruction between the Dalles and Celilo, its resources are so vast that two of the greatest railroad combinations in the world—the Hill-Morgan and Harriman systems—are contending for the mastery of it. It has a present population of 75,000, and can easily support 10,000,000 people. Its grain belt comprises 2,200,000 acres, and its crops in 1901, including flax, aggregated 10,000,000 bushels, against about 7,000,000 bushels in 1900, and less than 1,000,000 bushels in 1895. With not to exceed one-fourth of its tillable land under cultivation, it loaded in 1900, over 3000 freight cars on the Clearwater branch of the Northern Pacific. It has 4,000,000,000 feet of white pine timber of the finest merchantable quality, and almost unlimited mineral resources. The freight charges which the Lewiston country annually pays to its 200 miles of railroad and steamboat lines may fairly be estimated at \$1,000,000; and the amount is increasing from 10 to 20 per cent a year in the various commodities.

Canal and Locks Most Efficient.

Whereas, the government of the United States, has in recent years had a number of plans for the overcoming of the Dalles-Celilo obstruction under consideration. In 1892, a project calling for a boat railway to cost \$3,000,000 was adopted, and an appropriation of \$250,000 was made for the purpose. In 1890, Captain W. W. Harts, Corps of United States Engineers, then stationed at Portland, recommended the abandonment of the boat railway project on the ground that the boat railway is "yet new, untried, and wholly experimental," and the substitution thereof, of a system of canal and locks, which he reported, is "old, well tried, and gives assurance of being safe, sure and efficient." In submitting this report to the Chief of Engineers of the United States Army, Captain Harts said:

"Present freight rates on wheat from Lewiston and the Palouse districts to Portland, Tacoma or Seattle, are reported to be 21¼ cents per cental, or 12½ cents per bushel, the distance being, roughly, 350 miles. The rates to Portland from Walla Walla and Pendleton, roughly about 200 miles, are 10½ cents per bushel, and 17½ cents per cental; from The Dalles to Portland, 88 miles, between which two points there is water as well as rail transportation, they are 1½ cents per bushel, and 7½ cents per cental. These rates amount to about 5 cents per bushel per 100 miles except from Lewiston, where the rate is about four cents per bushel.

"On the Mississippi river, the rate on wheat in sacks from St. Louis to New Orleans in 1899 was 10 cents per 100 pounds for the entire distance (about 700 miles) or a little less than one cent a bushel per 100 miles. The average rail rate for the same distance over the Illinois Central rail-

road was .695 cent per ton per mile, or 3.475 cents per 100 pounds per 100 miles, or an equivalent of 2.09 cents per bushel per 100 miles, more than double the water rate.

"It is a well established fact that between competitive points for such commodities as can be carried by water, transportation by water is considerably cheaper than by rail. Water freight rates are therefore understood to have a determining and regulating effect on the rates charged for all such transportation."

Open Rivers in 1905.

Whereas, the estimated cost of the improvement recommended by Captain Harts is \$3,969,371, and we have been assured by competent authority that if the work is undertaken without delay and carried forward with expedition, it can be completed in four years, and steamers will be able to make the passage from Portland to Lewiston, without breaking cargo, in 1905.

River Improvement Paramount.

Resolved, by the trustees of the Portland chamber of commerce, that we approve the plan of improvement recommended by Captain W. W. Harts, and we demand that congress at once authorize work to be commenced upon it. In our judgment the more satisfactory plan, and in the end the more economical one, would be the adoption of the contract system, and the appropriation of the full amount required for the Dalles-Celilo improvement. In no other way can assurance be given of the completion of the project within reasonable time. As a temporary relief congress should provide for the building of a portage railway between the Dalles and Celilo, and make an appropriation for the removal of the minor obstructions in the Columbia river between Celilo and the foot of Priest Rapids, and in the Snake river between its mouth and Lewiston. We hold river improvement to be the paramount question in the Pacific northwest at this time and to it we pledge the support, without reservation or qualification, of the Oregon congressional delegation and the commercial interests of the city of Portland. Nothing so directly concerns the producer, the manufacturer, the merchant and the shipper of this whole region, and nothing is so essential to their interests as an all-water route from the food-producing fields of the interior country to the tide-water ports, and deep channels from the tide water ports to the ocean. Without both the producer of our Inland Empire cannot hope to be a successful competitor in the world's markets. Who more than the producer is interested in the selection of the natural trade route—the opening of the Columbia and its tributaries to navigation? The Erie canal furnishes an object lesson on this point. Before the canal was dug, wheat was quoted at \$1.50 a bushel in New York City, and 50 cents a bushel in Buffalo. The \$1.00 difference in the price per bushel at New York City and at Buffalo was the cost of transportation. When the canal was opened the freight cost from western New York to New York City fell from \$1.00 a bushel to 40 cents, and the farmer got the other 60 cents. So it will be with the farmer of the Inland Empire when the Columbia and the Snake rivers are opened. In view of this statement of facts we make the following demands:

Hart's Plan Adopted.

First—That the plan for the improvement of the Dalles-Celilo reach of the Columbia recommended by Captain Harts be adopted; that congress set aside the required amount of money in one appropriation; that the work be begun at once and carried on without interruption, to the end that steamers may be enabled to run between Lewiston and Portland, without breaking cargo, by 1905, or an earlier date if practicable.

Second—As a temporary relief the building of a portage railway between The Dalles and Celilo, and the removal of the obstructions between Celilo and the foot of Priest Rapids, and the mouth of the Snake and Lewiston.

Third—Surveys of the Columbia river between the foot of Priest Rapids and the British Columbia boundary with a view to determining how much of the same can be made navigable, what plan of improvement is necessary and feasible, and the estimated cost of the same.

Fourth—That all tributaries of the Upper Columbia and Snake rivers, which can be made navigable, shall be opened to navigation.

United Action Essential.

Resolved, that as river improvement is of first importance to Oregon, Washington and Idaho, united action on the part of the people of the three states and their congressional delegations is necessary in order to insure the success of any project of improvement. To that end the secretary of the chamber of commerce is hereby directed to send copies of these resolutions to the commercial organizations and mayors and common councils of the principal cities of the northwest.

Resolved further that a copy of these resolutions, properly authenticated under the seal of the chamber of commerce, shall be forwarded to the senators and representatives in congress of the states of Oregon, Washington and Idaho, with the request that they bring the subject of improving the upper Columbia and Snake rivers to the attention of congress without delay, and that they give to the improvement projects their united support.

CHAMBER OF COMMERCE.

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