

Christmas Gifts

Frazier's Book Store

See our Line Before You Purchase

We have for Christmas

Imported jugs of Finest Whisky
Novelty bottles suitable for
Handsome Presents.

Full Quarts of

Merrimac Club

A very superior article with a perfect bouquet.

Grassy Creek

A whisky with a fine aroma, a full quart for \$1.00.
We are sole agents.

See our Cigar Line

LUCKE'S ROLLS, 100 fine, cool smokes for 25c each
IMPORTS at \$2.00 per box.
PURE HAVANA GOODS, from \$2.25 box up.

Don't Forget the Number, Phone 68

The Exchange

Opera House Block. 201 203 Court Street.



FRIDAY, DECEMBER 29, 1901.

FRAZER'S COMING ATTRACTIONS

The Repertoire for X-mas Week Presents Four Productions.

Last season's most successful farcical success, "A Stranger in a Strange Land," makes its first appearance at the Frazer on the 23d.

When "A Stranger in a Strange Land" was first produced in New York, the critics not only hailed it with delight on account of its merits, but sang hosannas because the metropolis was at last enabled to see an American play built for fun, written by American authors and entirely free from the suggestiveness of French farce, which New York and other large cities have been overdone with for some time. It is claimed that "A Stranger in a Strange Land" is wholesome and refreshing in its humor, and yet it is funny from the very first scene. It is to be presented here for the first time under the management of Messrs Sam Thall and P. J. Kennedy.

The play is by Sidney Wilmer and Walter Vincent, and gauging from the success it has met, the public will want to hear from these gentlemen again.

"Jed Prouty" on the 27th.

Richard Golden's "Old Jed Prouty" while a play depicting the peculiar expressions of various characters homogenous to the state of Maine, illustrates in a most natural yet humorous way one of the most interesting plays of our contemporary stage. While the theme affords genuine amusement, there is developed a story of life that touches our natures, and while one may smile through the entire play, there is at times a lump in the throat, which we try to conceal, but our eyes are full tales of the sympathies aroused by the pathos and genuine life picture before us.

"Old Jed Prouty" is a play. It is also a crude sermon in quaint expressions, and we all understand it. It would be a tax of patience to recall its story here, but no more delightful evening can be spent than again witnessing Richard Golden and his charming idyl.

The Christmas Opera.
The career of a theatrical organ-

Nau's Dyspepsia Cure

Has cured these cases
and it will cure you

J. M. Church, LaGrande, Ore., says, "I suffered for 20 years, and believe had I not used Nau's Dyspepsia Cure I would not be alive to write you a testimonial."

Nathan Falk, Boise, Idaho, says: "I suffered for years; found many reliefs but no cure except yours."

For sale by Tallman & Co., and all first class druggists, or send to Frank Nau, Portland Hotel Pharmacy, Portland, Oregon. Price \$1 a bottle or 6 bottles for \$5, express prepaid.

RAILROAD MATTERS -- CLASSIFICATION

S. B. CALDERHEAD, OF W. & C.
R. R., TALKS IRRIGATION.

Eastern Farmers, Says He, Oppose Reclamation of Western Lands, to Prevent Intensifying Competition

S. B. Calderhead, general freight and passenger agent for the Washington & Columbia River Railway Company, who was at the St. George hotel Thursday evening, is one of the pioneer advocates of national assistance in the reclamation of land which in its present state is useless. More than 15 years ago Mr. Calderhead advanced this solution of the desert problem. He was in the East at that time, and the people laughed to scorn his statement that the time would come when leading men of the nation would take up the matter of expending government money in the work of rendering fertile and habitable the sandy wastes of certain portions of the West. Now he has seen his prophecy come true.

While the people of the West want national aid in the matter of the irrigation of arid lands and the conversion of the deserts and sand belts into homes, the Eastern farmers, already bent beneath the weight of Western opposition, and with their land gradually depreciating in productiveness by reason of loss of vitality through constant use, are preparing to wage a most bitter fight against the project. From Washington comes the rumor that opening guns in the battle have already been sounded, and the contest promises to become a most bitter one. In their fight for increased acres and proper irrigation in the West the farmers and business men will have the aid of the Western railway lines which look toward the farmers for support.

A National Question.

Mr. Calderhead, when approached by an East Oregonian reporter on this subject, said:

"Without doubt the time will come when national funds will be expended in the watering of desert portions of the soil. That the plan is practicable has been proven by experiments which have been carried out along the Gila river and the Colorado. Wastes of sand have been converted into garden spots, and the damming of a river and proper irrigation have led to pleasant homes and products which more than repay the sum expended. And in that section the money was put up by private individuals or stock companies.

"How much better this would be in the event the national government appropriated the coin and engaged engineers to do the work. Then it would be possible for thousands to take up land and make for themselves homes in sections that now are worse than useless. It would increase the products of the West and would add to the value of the lands and the wealth of the states. Homeseekers could come to this section without fear that when they arrived they would be compelled to buy all the land they needed and pay Western prices for it. It would stimulate Western immigration and would do much general good.

Eastern Farmers Oppose.

"Of course such a condition might work a hardship upon the Eastern farmer by placing additional competition in the field. However, I do not look upon this as at all likely. The Eastern farmer ought to take into consideration the fact that he will at some time have to face these conditions. He might as well do it now as at some time in the future, when his land is more debilitated and his product less in proportion to the demand. That the call upon the United States for produce and for products of all kinds is growing daily greater is beyond denial and the addition of the arid sections to the cultivated area of the nation would not make a difference worthy of note in the world of competition, while it would provide homes for thousands.

"The cultivation of arid lands will mean increased business for the railway companies. The more there is grown the greater is the carrying trade, and the more settlers the greater amount of provisions and clothing to be transported. However, the main object of such action would be in the interests of humanity and to provide homes for those who need them.

Blalock Island.

"For instance, I may call your attention to Blalock Island, on the Columbia river, where, a few years ago it was a barren desert, and with the expenditure of a little capital in getting water on this sand hill, it is now a veritable garden of Eden and the finest fruit and vegetables are grown where a few years ago there was scarcely a blade of grass. Another instance is the valley between Nampa and Boise City, Idaho, where once was only a barren desert, but now there are some of the best homes and the people are prosperous. This all comes from a place that without water would not grow anything. If private capital, used on a small scale, will develop the country to so great an extent, what could we expect from the government which is backed by all the people of the United States? The government could take hold and make it one of the grandest things for the people of this country that was ever thought of."

Nineteen-year-old Roy Pliddell was killed by the accidental discharge of a revolver, at Anaconda.

COMPLETE NEW FREIGHT CLASSIFICATION ON JAN. 1.

Said to Be One of the Effects of the Powerful Combine of Railroads—Some of the Features Named.

It is asserted that on January 1, will go into effect new railway classification rules on nearly every railroad in the United States. Some of the larger lines of the country have for several years been operated under rules which are more beneficial than those employed by many of the Western lines, and one effect of the mammoth railway combine is to consolidate the freight rules and choose the better parts of each. It is claimed this will be a great advantage both to railroad lines and to shippers as well. It is understood that the Oregon Railroad & Navigation Company will be affected as will also the Northern Pacific, although to just what extent remains to be seen.

Most of the changes do not alter the previous classification. They consist principally of the addition or elimination of specification as to how the merchandise affected shall be packed, etc., of changes in the minimum carload weights, and of the application of certain new rules. All of these changes, however, refer to a greater or less extent, to the rates. This is especially true of the new rule which governs the charges to be made on carload shipments, according to the length of the car. This regulation was put in the classification so as to yield a larger revenue to the railroads on such shipments.

When the minimum carload weight provided in the classification is, say, 20,000 pounds, and a car 26 feet long is furnished, the railroads will charge for not less than 24,000 pounds; if the car is 28 feet long the charge will be for not less than 26,000 pounds and so on. Many articles have been made subject to this rule, among them agricultural implements and parts thereof, apples, or fruit butter, churns, cork clips and corkwood, berry crates, crosscut saws, traction engines, tractors and kits, furniture and vehicles.

Another particularly new provision which affects packing houses, products and other articles is as follows:

When any of the following specified articles are shipped by one carload or more at one time to one consignee and destination in either straight or mixed carloads, and the aggregate weight of the entire shipment is 25,000 pounds or more, the carload rate for 100 pounds applying on each article shall be charged.

Then follows the list of articles affected, such as beef and pork and products thereof.

"If the aggregate weight of these articles," the rule continues, "does not equal the minimum of 25,000, sufficient weight shall be added to the weights thereof to make up the deficiency. Any other article loaded in the same car with those described above will be charged for at the less than carload rates authorized for such articles, and the weight thereof shall not be applied toward making up the required minimum weight of 25,000 pounds."

STATE OF OHIO, CITY OF TOLEDO, LUCAS COUNTY.

FRANK J. CHENEY, makes oath that he is the senior partner of the firm of F. J. Cheney & Co., doing business in the city of Toledo, Ohio, and that he and said firm will pay to the sum of One Hundred Dollars for each and every case of Catarrh that cannot be cured by the use of Hall's Catarrh Cure.

Sworn to before me and subscribed in my presence this 6th day of December, A. D. 1901.

A. W. GLEASON, Notary Public.
Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials free.
F. J. CHENEY & CO., Toledo, Ohio.
Sold by druggists. Be sure you get the best.

COUNTY PIONEER GOES TO VISIT HIS OLD HOME.

John Sparks, Butter Creek Cattle Man, Will See the East Again.

John Sparks, one of the prominent pioneer cattle men of Oregon, will leave in the morning for a visit to his old home in Peoria, Ill. Mr. Sparks has not seen his people or visited the home of his childhood since 1855, being only 15 years of age when he left there on his journey westward. He sailed around the Horn and landed at San Francisco a little later and worked in the mines of California until 1864, when he came to Oregon with a pack train, being in Pendleton when there was only one house in the place, where Hotel Pendleton now stands, and was owned by Mose Goodwin, who ran the toll bridge. He fought in the Indian wars of this country and was with Nelson and Skeller when they were killed in a skirmish with the Reds on Butter creek, in 1867.

Mr. Sparks expects to remain in Illinois until spring, when he will return to his home on Butter creek.

Health and Beauty.

Poor complexion is usually the result of irregularity of the bowels. DeWitt's Little Early Risers stimulate the liver, regulate the bowels. Tallman & Co. and Brock & McComas.

Jacob Brugger, of Corvallis, willed to the Washington county poor farm for the comfort of inmates, \$500; to the orphan's home, South Portland, \$1000; to the St. Mary's Home, near Beaverton, \$300; to the Good Samaritan hospital, Portland, \$300; to St. Vincent's hospital, Portland, \$300.

BARGAIN DAY

DECEMBER 28, 1901.

Subscriptions by mail to the
Daily,
Weekly,
or Semi-Weekly



On Saturday, December

.....AT.....

HALF PRICE

A Cut of 50 per cent,
on Mail Subscriptions
For this one day only

At this rate, the Daily East Oregonian if you subscribe on this day, will be by MAIL to you for one year for \$3.00; Semi-Weekly for \$1.00; the weekly for \$0.50. This offer is made to old or new subscribers who pay subscriptions in advance. December 28th, 1901, for one year or more.

Don't fail to take
advantage of it.

Tell your Neighbor
about this offer.....

Send in your name
for a Sample Copy

Remember this offer is good for the
ONE DAY ONLY,
Saturday, December 28

Remit by bank check, postal note, money order, express order or in one and one cent stamps. Address

EAST OREGONIAN
PENDLETON, ORE

MOTT'S PENNYROYAL PILLS They overcome nervousness, irregular menstruation, and all the ailments of womanhood. They are "LIFE SAVERS" and a known remedy for women equals them. Cannot do otherwise. **\$1.00 PER BOX BY MAIL.** by druggists. DR. MOTT'S CHEMICAL CO., Cleveland, Ohio.
FOR SALE BY TALLMAN & CO., DRUGGISTS, PENDLETON, ORE.