

WENING EDITION
AILY
5c A WEEK.

East Oregonian

DAILY EVENING EDITION
Eastern Oregon Weather
Tonight and Tuesday generally fair; probably colder Tuesday.

PENDLETON, UMATILLA COUNTY, OREGON, MONDAY, DECEMBER 23, 1901. NO. 4314

COAL FAMINE DUE TO LACK OF FREIGHT CARS.

Other Industrial Lines Have Used Up the Equipment Supply.
Indianapolis, Dec. 23.—John Mitchell, president of the United Mine Workers, says the shortage of coal throughout the United States is due almost entirely to lack of cars to transport the coal from the mines. The great activity in other branches of industry has taken many cars, and as soon as cars can be obtained plenty of coal will be furnished.

TURKS MUST USE POSTALS.

Compelled to Desist Further Sending of Sealed Letters.
London, Dec. 23.—A Constantinople dispatch says the Turkish postoffice has issued a notice that hereafter no closed letters will be accepted for distribution and that all correspondence within the city precincts must be conducted by means of postal cards.

One of Dewey's Officers Weds.

Philadelphia, Dec. 23.—A number of prominent naval officers were present today at the wedding of Paymaster John R. Martin, U. S. N., and Miss Katherine Parker, of this city. The couple will proceed to the Philippines where Paymaster Martin has been assigned to duty. The groom was with Dewey at Manila, being stationed on the admiral's flagship.

To Promote German Immigration.

Birmingham, Ala., Dec. 23.—A convention to promote German immigration of Alabama opened in Birmingham today. The success of the German colonies already established in this section has encouraged the promoters of the immigration movement to renew their efforts on a more extensive scale than heretofore.

DON'T WANT JOB

Two Statesmen not Anxious to Succeed Gage.

CRANE, OF MASSACHUSETTS, DECLINES SECRETARYSHIP.

Cannot Arrange on Short Notice to Leave His Duties and Business to Go to Washington.

Washington, Dec. 23.—It was announced at the White House this afternoon that Governor Crane, of Massachusetts, has decided not to accept the treasury portfolio.

The governor's mother is very old, and, out of deference to her wish not to remove to Washington, Crane is said to have refused to accept the portfolio.

Crane Tells Why.

Boston, Dec. 23.—Governor Crane gave out a statement this afternoon in which he said he was obliged to decline the treasury portfolio, on account of illness in family and inability to arrange business affairs on such short notice.

MYRON T. PERRICK CAN HAVE THE PORTFOLIO.

He, However, Prefers to Expatriate Himself Than Live in Washington.

Washington, Dec. 23.—Myron T. Perrick, of Cleveland, now will be tendered the treasury portfolio, it is said, but he may also decline, as he has been offered the ambassadorship to Italy and prefers to live abroad.

Toasts by Statesmen.

Philadelphia, Dec. 23.—Plans on an elaborate scale have been completed for the annual banquet of the New England Society of Pennsylvania, which is to take place tonight at Horticultural Hall. The following well-known men will respond to toasts: Justice David J. Brewer of the United States supreme court; Minister Wu Ting Fang, Hon. David J. Hill, First Assistant Secretary of State Hon. W. Bourke Cockran, of New York, and Rev. Rockwell H. Porter, of Hartford, Conn.

KING EDWARD WILL ACT AS THE MEDIATOR.

Chili and Argentina Both Have Appealed to Him.
Washington, Dec. 23.—Consul-General Wilson, at Santiago, Argentina, has cabled the state department that all diplomatic resources between Argentina and Chili seem to have been exhausted and that Argentina has appealed to King Edward to arbitrate. Chili claims this is exactly the course she adopted two weeks ago.

VITRIFIED BRICK FOR TOWN ROADS

EXPERTS GIVE TESTIMONY REGARDING THE VALUE, DURABILITY AND ECONOMY.

Experience of Various Cities, as Detailed by Their Engineers, Seems to Indicate That Vitrified Brick is One of the Best Pavements Known to Modern Street-Making—Appears to Be Cheap, Lasting, Healthful, Permitting Easy Traction—Some Figures Showing Comparative Worth With Asphalt and Granite Blocks.

In order that the people of Pendleton may have the benefit of the experience of other cities and towns, in the building of permanent streets, the East Oregonian has caused inquiry to be made regarding vitrified brick, one of the most approved methods of improving highways in cities, and has the following information from authoritative sources:

"The improvement of streets is a matter of first importance. It is receiving a great deal of attention, as experience has convinced everyone of the great benefit to the value of property, also to the health of all classes.

"What is wanted is a pavement at not too great an expenditure for construction and maintenance, that will afford ease of traction, freedom from noise and dust, foothold for horses, and facility of repair when torn up to get at the network of pipes, wires, etc., which seem to be unavoidable in our modern cities.

"A suitable foundation for a brick pavement, that will answer all requirements, where the question of cost is considered, depends upon the nearness of the town to the quarries and the distance from the brick industry.

"When the traffic is extra heavy, a concrete foundation has been found to be the most successful, as it is also the most expensive, and its use, or its thickness, if used, should be governed by the local conditions of subsoil, etc.

"If macadam or broken stone foundation is used, the interspaces should be well filled with dry sand well brushed in, or a thin coating of sand and cement could be used in order to hold the sand cushion in place.

"A brick pavement well laid upon a suitable foundation, wherever the brick used are thoroughly vitrified, continues smooth during the life of a pavement. Climate has no effect upon a brick pavement. The brick, being thoroughly vitrified, absorb no moisture, and cannot therefore be affected by heat or cold. Bonfires and large conflagrations have no effect, whatever; nor do we find any evidence of the cracking of the pavement, as may be said of other kinds of paving, either from heat or cold.

Ease and Cheapness of Repairs.
"As to this, the brick pavement easily ranks first, because it is more durable and needs less repair, and because any ordinary workman can make the repairs. In taking up for water pipes, etc., the above is very important.

Healthfulness.

"Good vitrified brick are impervious to water; the space between these brick is small, and when well filled with sand, will turn water. There are no interspaces to retain filth and breed disease. Dr. James E. Roope, late president of the American Public Health Association, says: 'From a sanitary point of view, brick pavements are absolutely faultless, and no other material used can compare with them for cleanliness.'

"In this respect it is far ahead of any other kind of pavement. It affords a foothold for horses, enabling them to move a load that could not be started on any other kind of pavement. Brick are not more slippery when wet than dry. L. W. Rundlett, city engineer of St. Paul, says, as to this: 'I was told that brick made a slippery pavement, but find this is not true. I drove a horse at top speed on a wet pavement and have watched teams hauling heavy loads to determine this, and am satisfied with the results.'

"Under this head, we will examine the experience of others. The Chicago, Burlington & Quincy Railroad company, at their Chicago freight yards, experimented with all kinds of pavements, finally using brick as the best. They found that, after a tonnage of 12,500 tons had passed over it daily for four years, but one brick had been broken.

"From Baltimore, Md., I quote a letter from Captain Jones Talbot:

Merits of Different Pavings.

The comparative merits of paving materials for Chicago have been classified by Engineer D. W. Mead as follows:

| | Asphalt. | Brick. | Granite Block. |
|--------------------------|----------|--------|----------------|
| First cost | 5 | 4 | 6 |
| Cost of maintenance | 4 | 1 | 2 |
| Facility of repair | 6 | 2 | 3 |
| Durability under traffic | 4 | 1 | 2 |
| Freedom from dust | 1 | 2 | 3 |
| Freedom from noise | 3 | 4 | 5 |
| Freedom from decay | 5 | 1 | 2 |
| Freedom from absorption | 1 | 2 | 3 |
| Foothold for horses | 6 | 4 | 2 |
| Ease of traction | 1 | 2 | 5 |
| | 36 | 23 | 33 |

who has charge of Chase's wharf, where heavy traffic is continually carried on. He says: 'In 1892, 3500 yards of vitrified brick pavements were laid on the wharf. As heavy loads as are hauled in Baltimore pass over it, and it as yet shows no bad effects.' In Baltimore, there has been general satisfaction with brick pavements.

From the Chicago Inter-Ocean, March 1, 1896: 'It may be said that the short street paved with brick running from Madison to Washington, on La Salle street, has had a harder test than any street running parallel with it, as its smoothness makes it easier for heavy loads to be drawn, and teamsters will go a block out of their way to take that advantage. Yet the pavement shows little wear. These facts are worthy of notice, and in the future contracts for pavements should be selected that show these results.' Then follows a long list of opinions obtained by their reporters from the property-owners along the street, all expressing their satisfaction with the street.

A. W. Cook, chief engineer, department of public works, Chicago, in a letter written Nov. 2, 1895, says, in regard to a portion of Lake avenue, laid with brick three years before: 'I have examined the pavement recently, and find that it has withstood the heavy traffic excellently. I do not hesitate to say that, if the foundation is properly prepared and care taken in the selection of the brick, I see no reason why it should not take the place of granite blocks on our streets where traffic is the heaviest, as the latter has proved expensive and the noise unbearable to the residents along the improvements. In my opinion, the time is not far distant when property-owners will demand brick pavement, as it is rapidly growing in favor.'

Niles Merriweather, chief engineer of Memphis, Tenn., says: 'We have no pavement that for appearance, solidity, and ease of traction is equal to brick.'

C. N. Seabright, of Wheeling, W. Va., says: 'We think that there is no better or cheaper pavement made.'

Frank H. Hamilton, city engineer, Springfield, Ill., under date of January 11, 1898, writes: 'There is in this city 29.5 miles of pavement, as follows: 21 miles of brick, 7.5 miles of cedar block, and 1 mile of macadam. Brick pavements have been laid in this city for the past 16 years, and at present is the only kind of pavement we are laying. The brick are laid either on a concrete or brick foundation, and both of these forms have proven very successful, as pavements which have been down for several years show very little wear. I would, however, advise a concrete foundation for a brick pavement in most cases. In my opinion, brick pavement is the best and gives the best satisfaction for the amount of money expended. Asphaltum has never been used as a paving material in this city, the principal reason being the difference in cost in the two pavements.'

Peoria, Ill., Uses It.

George W. Wightman, city engineer of Peoria, Ill., says: 'We have in brick pavements the combined good qualities of the granite block, the macadam, the Ashlar, the cedar block, the cobble stone, the gravel and the asphalt, without a single one of their objectionable features, and this, too, at a cost only a trifle in advance of the cheapest pavement named.'

Therefore we say a brick pavement is a clean pavement. Can be washed and sprinkled without injury.

A brick pavement is a smooth pavement; not slippery; yet affords a good foothold for horses.

A brick pavement is healthful! A brick pavement is very easily repaired by ordinary workmen.

A brick pavement is a durable pavement.

THE NEW YORK MARKET

Reported by I. L. Ray & Co., Pendleton, Chicago Board of Trade and New York Stock Exchange Brokers
New York, Dec. 23.—The wheat was strong today, influenced by higher cables and good foreign buying, at Chicago and St. Louis. Liverpool opened at 6-3/4 and closed 6-3/4. New York opened at 86 1/2 and closed at 87 1/2. Chicago opened at 81 1/2 and closed at 82 1/2. The visible supply shows a decrease for the week of 550,000, compared with an increase of 391,000 for the same week last year. There will be no session of the Eastern exchanges Tuesday or Wednesday, Dec. 24 and 25.
Closed Saturday, 86.
Opened today, 86 1/2.
Range today, 86 1/2 @ 87 1/2.
Closed today, 87 1/2.
Sugar, 109 1/2.
Steel, 42 1/2.
St. Paul, 163 1/2.
Union Pacific, 101 1/2.

Wheat in Chicago.

Chicago, Dec. 23.—Wheat—80 1/2 @ 82 1/2.

Wheat in San Francisco.

San Francisco, Dec. 23.—Wheat, 108 1/2 @ 110.

Alger in Better Health.

Detroit, Dec. 23.—A bulletin is issued by General Alger's physicians this morning that says he is bright and his condition satisfactory.

At noon a bulletin said Alger's chances for recovery are favorable.

Paper Works Burned.

Manitowish, O., Dec. 23.—The Champion Coated Paper Works were almost completely destroyed by fire this morning. Loss is \$500,000.

Cold in England.

London, Dec. 23.—Exceptional cold weather prevails throughout England and some provincial villages are completely isolated by snow.

GENERAL MIXUP IN

The Schley-Sampson Quarrel Today.

MILES MAY ASK FOR A COURT OF INQUIRY.

He Feels Keenly the Rebuke Given Him by Secretary Long.

New York, Dec. 23.—General Miles, who is here today refused to discuss the public reprimand for expressing his opinion on the Schley-Sampson controversy, but the incident is not closed. In answer to a question, he said he didn't see any reason why he should resign. His friends say his rebuke is keenly felt and that he may ask for a court of inquiry.

Maclay Refuses to Resign.

New York, Dec. 23.—Edward Maclay, the historian, today answered President Roosevelt's demand for resignation. He refused to resign, saying he had broken no rule that he knew of, and he thought that charges should be preferred before he was discharged.

But He Must Go.

Washington, Dec. 23.—Despite Historian Maclay's decision to refuse to resign, he can only postpone his dismissal from the service for a few days. He cannot be removed, except for "just cause and reasons given in writing," and must be given an opportunity to make an explanation. Then Long would have the authority to declare his explanation unsatisfactory and could summarily dismiss him "for the good of the service."

Schley Will Soon Decide.

Washington, Dec. 23.—Schley went to New York this morning to obtain rest before deciding upon what action to take in his effort to secure vindication.

Brown and Belknap Not Asked.

Washington, Dec. 23.—Secretary Long said this morning that Rear-Admirals Brown and Belknap, retired, had not been asked to explain their interviews of similar import to that of Miles.

Said Hitchcock Has Resigned.

Washington, Dec. 23.—It is rumored that Secretary Hitchcock tendered his resignation this morning, from the interior department.

Horses for South Africa.

St. John, N. B., Dec. 23.—A lot of 800 horses intended for the use of the British soldiers in South Africa were shipped from here on the Huron today. Several other large shipments of horses now being purchased by remount officers in the western part of the Dominion will be made within a few months.

CHRISTMAS AFFAIRS

How the Festival Preparations Busy Many Places.

GIFTS COME FROM HOME AND FROM THE FAR EAST.

White House Has Them Costly, Unique, With Some on the Freak Order—Varied in Character and in Great Numbers for the Chief Executive and His Estimable Wife.

Washington, Dec. 23.—Christmas presents are arriving in great number at the White House, coming from relatives, personal friends and admirers of the Roosevelts. The character of the gifts is varied. Some are costly, others unique, and not a few on the freak order. They come not only from the states, but from the West Indies and the far East. From the president's friends in the far West are sent interesting reminders of the chase, and from the Philippines come many curios. Tropical fruits, including crates of pineapples, oranges and bananas, have been received at the executive mansion, and toys, barrels of apples and wild game come from friends in many parts of the country.

London Preparing for Holidays.

London, Dec. 23.—London's Christmas rejoicing began today and will continue until Friday. Trade, traffic, the ordinary routine and activities of life have all been abandoned for the rollickings of yuletide, for in no quarter of the world is Christmas more religiously observed than in England. Society, though somewhat under a blight because of the court mourning and the continuance of the war, will nevertheless, indulge in a round of elaborate entertainment. During the next two days the church services will be numerous and elaborate. "The Messiah" will be performed in hundreds of different places while metropolitan and provincial playhouses by the score will be the scene of allegorical pantomimes picturing for childish Britain the storied glories of "Cinderella," "Alice in Wonderland" and "Dick Whittington." Wednesday such sanctuaries as St. Paul's and Westminster Abbey will ring with song and ceremony symbolic of the day.

Opera Season to Open.

New York, Dec. 23.—Gotham's annual season of grand opera opens at the Metropolitan Opera House tonight, and judging from the advance sale of seats and the names of the box-holders the season will be a success socially and financially, as well as from an artistic standpoint. The season will consist of 44 performances. The company is the same that has just concluded a successful tour of the largest cities, with the addition of several prominent artists who have arrived here from Europe since the recent tour began at San Francisco. Including some of the number are Emma Eames, Suzanne Adams, Emma Calve, Sibly Sanderson, Johanna Gadski, Marcella Sembrich, Mme. Schumann-Heink, Ernest Van Dyck and Edouard de Reszke.

Going Home for Christmas.

Chicago, Dec. 23.—The holiday rates have increased the business of the railroads to record-breaking figures and all of the lines running into Chicago have added special trains to their schedules in order to accommodate the surprisingly large number of travelers. The city is filled with strangers from points far and near who have come to Chicago to make their Christmas purchases. Departing trains also carry thousands of Chicagoans who are returning to their old homes to spend the holidays.

REVIVAL OF OLD SILKS IN THE ARMURE EFFECTS.

Christmas Gowns Seen in Gotham by a Fashion Writer.

New York, Dec. 23.—With Christmas only two days off, the fashionable woman of Gotham thinks mainly of the holiday receptions and parties and the gowns which will be worn thereat. Christmas gifts are all purchased, labelled and ready to be delivered—in many cases already shipped—so now her mind is free to dwell upon the joys that await her. (Concluded on page two.)