

Rialto
HOOD RIVER, OREGON

Friday and Saturday,
January 22-23

Below the Line
with
"Rin-Tin-Tin," The Wonder Dog
John Harrow, June Marlow, Pat
Hartigan, Victor Potel, Chas.
(Heine) Conklin, Gilbert Clayton
and Edith Yorke.

SOME PICTURE YES!
Also, No. 2 of The Pacemakers:
"He Who Gets Rapped"
with all of the Old Favorites
Alberta Vaughn, Geo. O'Hara
and the entire cast of
Former Fighting Stories.

NEWS — TOPICS — FABLES
PRICES
Friday Matinee, 10 and 35 cents
Evn'g and Sat. All Day, 10-35-50
Feb. 8th — 7

Sunday, January 24th
REX BEAOR'S
The Goose Woman
STARRING
Jack Pickford, Louise Dresser,
Constance Bennett and Marc
McDermott.

A marvelous story by a great
author, with an exceptional cast,
presenting a new and brilliant
star, that's "The Goose Woman."
Also a Dandy Juvenile Comedy,
"DRAGON ALLEY"
Prices 10-35-50
Continuous 2 till 10
Feb. 8th — 7

Mon.-Tues., January 25-26
REGINALD DENNY
IN
Where Was I?
The high spot of the comedy
year. Denny with Marion Nixon
in a festive, merry, hilarious
farce that moves along like a
laughing cyclone. Also
GLEN TYRON
IN
"Tell it to a Policeman"
Prices 10-35-50
Feb. 8th — 7

Wed.-Thurs., January 27-28
Look! Look! Look!
BIG DOUBLE BILL
SOMETHING NEW.

"Time the
Comedian"
with
Lew Cody, Mae Busch and Ger-
trude Olmstead.
(Notice the type of picture)

"Night Life of
New York"
with
Rod La Rocque, Dorothy Gish,
Ernest Torrence (The Star of
"Covered Wagon" fame, and
George Hackathorne.

An eye full—a rib tickler—a tune
for the heart strings—an
entertainment.

Two shows, each distinctively
different, all for the price of one
and—goah, just look at the stars
figured in each picture.

Dont' forget
"Time the Comedian"
and
"Night Life in New York"
Each a feature and each one
played different first run houses
in Portland.

The Comedy offering is
CHARLEY CHASE in
"THE POOR FISH"
Fox News, Too
Prices, 10c and 50c
Feb. 8th — 7

STAGE AND SCREEN

George Cooper, one of the cast of "The Goose Woman" which is coming to the Rialto theatre Sunday, has become the ideal newspaper reporter type at Universal studios.

He has played in many Universal pictures and most recently worked in two in which reporters were important parts of the cast.

"The Goose Woman" is a story about a murder-mystery which is followed closely by newspaper reporters eager to secure the latest angle. Their disclosures are what make the story.

Cooper plays the part of the reporter who does the most detective work in connection with the case. While he was working with Clarence Brown on this production the film of "Doubting for Cupid," a forthcoming release featuring Laura La Plante, was started at Universal City and Cooper played in both pictures.

No one would suit the director for the role of press agent in his story except Cooper, so the young actor was kept busy hopping from one set to the other for the ten days during which the two pictures overlapped.

"The Goose Woman" is an all star cast, including Jack Pickford, Louise Dresser, Constance Bennett, Spottiswood Aitken, George Cooper, Gustav von Seyffertitz, George Nichols and Marc McDermott.

The degree of humor of a comedy-drama can be accurately measured by a laugh registering device.

Such a device was used by William Seiter, director, for registering the laughs obtained by Reginald Denny in his latest picture, "Where Was I?" which will be screened at the Rialto theatre next Monday and Tuesday.

By means of this machine it was discovered that while most people said "Where Was I?" was equally funny as "I'll Show You the Town" it was in reality slightly funnier.

The machine used was a registering device which totaled numbers each time a lever on it was pushed. Seiter sat in the audience the night the picture was previewed at a Los Angeles theatre, dutifully pushing the lever every time a general laugh swept the audience.

He registered 284 laughs in "Where Was I?" while "I'll Show You the Town" registered 277.

Bulldozers, chuckles and individual laughs were barred from the count, while smiles didn't even gain recognition amid the laughs and abandoned shouts of the joy-ridden audience.

The story with its funny situations starts in a directors' meeting, progresses to a subway train and thence to a taxi in the open road, where many adventures befall the party of three, consisting of Denny, Chester Conklin and Lee Moran. The story ends after a general mixup at Denny's apartment in which two girls, police and irate directors take part.

The story is an adaptation from the novel by Edgar Franklin, which was done by Melville Brown and Rex Taylor.

The cast includes, besides those mentioned, Tyrone Power, Pauline Garon, Marlan Nixon, Otis Harlan, William H. Turner, Tom Lingham, Arthur Lake and James Corrigan.

Next Wednesday and Thursday the Rialto will give its patrons two big features for the price of one. The shows will be: "Time, The Comedian," and "Night Life of New York." Charley Chase in "Poor Fish" will be the comedy.

The two features are shows of an entirely different character. Both, however, were recently run as first features by prominent Portland show houses. The stars in "Time, The Comedian," are Lew Cody, Mae Busch and Gertrude Olmstead.

Ernest Torrence takes a lead in "Night Life of New York." He has suddenly become the polished gentleman, and he feels—well, something like the man who has deserted his plow and has donned his bolled shirt for a day in the city.

"After all the rough neck roles I've had," he says, "I am almost afraid I will trip over my stick."

Tailored suits, smooth shaves and neat haircuts and Torrence have been strangers during most of his movie career. Since he began in "Tollable David" most of his roles have been of the frontier variety as in "The Covered Wagon," "The Trail of the Lonesome Pine" and "North of 36." In "The Sideshow of Life," and "The Fighting Coward" he was far from being a fashion model, but now everything seems to be different.

Mrs. Torrence is willing to go out with him in public again. Recently he acquired a wardrobe of the latest mode for his role in "The Dressmaker" and when he appeared at the Paramount Long Island studio to begin work as John Bentley in Allan Dwan's production, "Night Life of New York," he could have given the Princess of Wales a few fashion pointers. As a successful business man in this picture he wears everything from a gray felt hat and ragged shouldered coat to suits.

Torrence is featured with Rod La Rocque, Dorothy Gish and George Hackathorne. Helen Lee Worthing, former "Filling Beauty" head of the top porting cast. Edgar Selwyn wrote this story of New York's night life especially for the screen.

New Books at County Library
Adams, "Democracy," Frank, "Roving Through Southern China," Hendrick, "Life and Letters of Walter Page," Vol. 3; Masson, "Tom Masson's Annual," Morrow, "We Must March," Morley, "Thunder on the Left," Tarkenton, "Women," Young, "Days of '49."

The following is a special loan of garden books from the state library: Hutcheson, "Spirit of the Garden," Jekyll, "Color Schemes for the Flower Garden," King, "The Little Garden," King, "The Well-Considered Garden," Mulford, "Beautifying the Farmstead," Rehmann, "The Small Place," Root, "Design in Landscape Gardening," Shelton, "Continuous Bloom in America," Steele, "Design in the Little Garden," Tabor, "The Landscape Gardening Book," Taylor, "The Complete Garden," Wilder, "Colour in My Garden."

Also Amherst College "Alumni Reading and Study Courses," and Dartmouth College "Alumni Reading and Study Courses."

Watch for further lists.

Announcement
Mrs. J. M. Lowe, soprano, and vocal teacher of The Dalles, will be in this city Saturday, January 23.

Anyone wishing to enroll in Hood River classes may consult with Mrs. Lowe personally at Hotel Waukoma between the hours of one and four (1 and 4) or communicate with Miss Evelyn Brune, Oak Apartments.

Mrs. Lowe is a pupil of Yeastman Griffith, International voice Pedagogue, also John Claire Monteth, Los Angeles baritone.

EARLY TRANSPORTATION OF NORTHWEST

The following interesting story of the early day transportation of the Pacific Northwest was recently told by F. B. Gill, historian of the Union Pacific System, in an address before The Dalles Kiwanis club. The story deals mostly with coastwise transportation. A second story, which will appear in an early issue, tells of Columbia river transportation development.

American settlement in what are now the north Pacific states first occurred nearly ninety years ago, and though their number was initially few indeed, and increased but slowly until 1850, the citizens of the United States had a keen interest in the progress of the Hudson's Bay company and appropriated lands in the Willamette valley were quite early provided with facilities for the common carriage of freight and passengers. Thanks to those who have seen to the preservation of the records of current events, the local newspapers, we are able to obtain much accurate detailed information regarding the development of our northwestern country. In one of the earliest issues—that of April 30, 1846—of the western monthly Oregon Spectator, published at Oregon City, an instructive editorial appeared on the subject of "Passage of Boats" on the Willamette.

I quote:
"In the march of improvement in our infant colony that of boat conveyance is fast progressing. We beg to call the attention of the public to two excellent and commodious boats and which will be soon employed between Oregon City and Champeog. These ply twice a week upon our beautiful stream, exporting the staff of the northward to the coast and importing returns from below. But it is of the accommodation afforded by them to our fellow citizens and settlers that we at present speak. We have had a visit to the Dalles and 'Fraser' and can testify to the ample and roomy space allotted aboard for the comfort of from 15 to 20 passengers."

It was not for more than two years after this that there was a terrific government of Oregon. Not for four years after this time were there steam propelled vessels seen on our north coast rivers at our ports, other than the Hudson's Bay company's steamer "Beaver" which was generally employed in trading trips between Puget Sound and the British Columbia and Alaska coast.

Contact with the Atlantic side was had by means of sailing ships which came and went on no certain schedule, but following the settlement of the international boundary question with Great Britain in 1846, congress authorized a mail steamboat service to the west coast via the Isthmus of Panama. A contract for a monthly line between along the Pacific coast was accordingly made by the post office department, which was assigned November 30, 1847, before any regular service had been taken for its carrying out, to W. H. Allen and associates. These secured a charter for the Pacific Mail and Steamship company the following April. Their first steamer, the "Columbia," sailed from New York October 6, 1848, and reached San Francisco February 28, 1849, being shortly followed by the Oregonian. The gold discoveries developing led to a stampede to the Golden Gate, and the Pacific Mail sent no ships to Oregon until 1850, all its fleet of eight or ten vessels, several having been acquired by purchase, being occupied in transporting the army of gold seekers and provisions for them to the new El Dorado.

It was in early June, 1850, that the Pacific Mail began an Oregon out of San Francisco, using for their first two voyages their steamship "Columbia." This vessel came up the Columbia to the mouth of the Willamette on both trips which were about six weeks apart. Thereafter the service was to be semi-monthly between San Francisco and Astoria, but the schedule was not overly well maintained at first.

The Pacific Mail Oregon line suffered from competition more or less spasmodic in character, but the line extended the northern end of the route to Portland after a short lived trial of St. Helens as terminus.

The "Columbia" sailed and its then competitor, J. E. Wright, began running to Puget Sound as well as to Portland, the steamer of one line going to the Sound after visiting Portland and those of the other line going first to the Sound and then to Portland. What led to the Puget Sound service primarily was the discovery of gold on the Fraser river in western Canada, and the Oregon service expanded on account of the growing demand for our food products, wool and lumber in California. Later, commencing about 1860, when gold was discovered in quantity in eastern Oregon and western Idaho, thousands came to make their fortunes, and the passenger accommodations of the coastwise steamships were at times taxed to their capacity.

The rapid development of Atlantic coast shipping at this period and the urgent need for ships to handle the California gold trade led to the transfer of a number of steamers to the Pacific which were either cheaply built or old or both, and so for many years there were complaints about the ships operated between San Francisco and the north. The best ships were reserved for the San Francisco-Panama service. Some of these ships on northern routes were wrecked and several of them were wrecked with loss of life. A specimen criticism is found in the Oregon Statesman of November 30, 1858, an editorial of which stated:

"We have some 8 or 10 steamers which ply, some of them regularly, others occasionally upon this route, between San Francisco to Puget Sound and intermediate ports. Of these some two or three perhaps are in an ordinary state of seaworthiness, that is, they would barely pass a moderately critical inspection and receive certificate of seaworthiness. The balance of them are old, rotten hulks, some of which have been condemned and recommissioned again and again within the last 8 or 10 years until it would be almost impossible to trace them back to their original names and owners."

The beginning of river navigation by steam in this northern coast section was in 1850, the year when the first coastwise steamship line north of San Francisco was started. Our first steamboat was built at Astoria and named the "Columbia." A rather feeble little vessel she was, almost entirely unprofitable. The "Columbia" made her initial voyage from Astoria to the rapids below Oregon City in two days; July 3 and 4, 1850, the skipper being unwilling to navigate after dark. Her first schedule provided for two trips a month to connect the upriver settlements with the Pacific Mail steamers at Astoria.

The second river boat in the Pacific

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Northwest was the "Lot Whitcomb," built at Milwaukie, just south of Portland, a much larger and more powerful vessel than the "Columbia." The "Henry" was put in service January 23, 1851, and quickly crowded the "Columbia" off the Astoria run. The "Columbia" is said to have charged \$25 per ton and \$25 per passenger for transportation between Astoria and Portland, Milwaukie and Oregon City. The "Whitcomb" made the passage rate \$20, but in a month reduced it to \$15. It also provided a weekly service to the Dalles, while the "Columbia" and Astoria Thursdays. This steamboat was, I believe, the first steam propelled vessel to reach the Cascades of the Columbia, while point she went on May 30, 1851 with a party of pleasure seekers.

There was as yet no regular service to the Cascades except that of the "Henry" which had operated three or four years between the Willamette river and Hawaii and San Francisco and was now probably unsafe for the ocean.

Above the Cascades and above the Dalles of the Columbia there were only sail boats and batteaux, and a few indeed had ventured to settle outside of the Willamette valley, there being no regular service. The annual influx of emigrants occurring in the fall overlaid via the Columbia river, however, suggested an opportunity to make some money, and the settlers of the northern bank of the Cascades early in 1851 proceeded to build a steamboat at the Upper Cascades, Washington side, to run between that port and the Dalles. I judge that the financing of this enterprise was done by or through J. P. Flint, San Francisco capitalist, who aided the Bradford brothers in other enterprises, for the steamboat was named after him.

The "Flint" commenced her trips between the Cascades and The Dalles in mid-August, 1851, under the command of J. O. Van Bergen, one of her owners, but after the last emigrant party had been taken down at the end of the year, the pioneer steamboat was transferred below the Cascades, never to return to the middle river.

Coincidental with the building of the steamboat, F. A. Chenoweth and others then living at the Cascades, were constructing a railroad of primitive design along the north bank of the Columbia from above the rapids to the so-called middle Cascades, about 2 1/2 miles. It was intended to connect with the J. P. Flint at the eastern terminus and with the brig "Henry" at the western end. This, the first railroad on the Pacific coast, consisted of a roadway of two boards with a square wooden rail on each side. Two mules pulling one car, constituted an ordinary train. The "Henry," an advertisement of the period tells us, charged \$30 per ton freight from Portland to the west end of the postage railroad.

After the "Flint" was taken below the Cascades there was no steamboat on the middle Columbia until the iron hulled propeller "Reading" was bought by Allen, McKinlay & Co., of Oregon

City, and renamed "Allen," was transferred from the Willamette to the Cascade-Dalles section of the Columbia in the early summer of 1853. You will perhaps be interested in an 1853 advertisement of the "Allen's" service:

"Indian Difficulty Settled—Cascades and Dalles—The Steamer Allen (Spain-Gladwell) has commenced running regularly between the Cascades and Dalles, leaving the Dalles on Monday, Wednesday and Friday and return next days. Freight taken at reasonable rates. Good boats will always be in readiness to transport any amount of freight by towing when more is offered than steamer is capable of taking. Any business entrusted to Captain Gladwell will be punctually attended to in the Cascades, June 11, 1852, John A. Simms, Agent at The Dalles."

There had been no regular steamboat service between the lower river settlements and the Cascades until the early fall of 1852, when the owners of the steamboat "Multnomah," operated on several routes in the more populous territory along the Willamette and the Columbia west of Vancouver, transferred her for the emigrant arrival season to a Portland-Cascades run.

Early in 1853 Washington Territory was detached from Oregon, and in April whites were admonished by the military not to settle in the Indian country east of the Cascades. There were no stage lines in the Pacific Northwest until 1852 when a beginning was made between Vancouver and Champeog, connecting at the latter point with the steamboats to and from Oregon City.

Government railroad surveys for the Northern Pacific route under General I. L. Stevens came into our territory in June, 1853. This survey was frowned upon by the authorities at Washington and nothing was accomplished in the way of any overland railroad—there were several routes surveyed under governmental authority at this time—until the Civil war provoked the building of the Union Pacific.

In 1854 and 1855 the steamboats "Mary" and "Wasco" were built at the Cascades, and they were operated several years in competition between the Cascades and The Dalles. Additional steamboats were being rapidly supplied for the business on the Willamette and the lower Columbia, and a daily service was provided on the route between Portland and the Cascades by two competing lines. A postage railroad was built on the Oregon side after that on the Washington side begun by Chenoweth was taken over by the Bradford brothers and rebuilt by them in 1856. The freight rate between Portland and The Dalles was \$40 per ton in 1855, going down to \$30 for a short time only. Late in 1856 the rate was reduced to \$50.

In 1855 gold discoveries were made in the region near the international boundary north of Spokane, and these were followed in succeeding years by other discoveries until Oregon, Washington and Idaho almost rivalled California as centers of attraction to gold

seekers. The permanent population increased necessarily, too, and with these changes came an increase in transportation facilities equal to the needs of the country.

(Continued next week)

to one side
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