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COOPER S.F.

LYMAN WRITE ON COLUMBIA RIVER

Professor W. D. Lyman of the department of history and civics of Whitman college has a very interesting descriptive article in a recent issue of the Spokesman-Review of Spokane. The article is under the caption of "Rambles Along the Upper Columbia," from which the following excerpt is taken:

"The Columbia river is nearly 1600 miles in length, the slightly larger half being on one side of the international boundary. The 220 miles between the ocean and The Dalles is navigable by river steamers of any size at all seasons by using

the canal and locks at the Cascades.

Between The Dalles and Celilo, 17 miles, are the most serious obstructions in the entire course of the river, with a total fall of 83 feet. Here the government is putting in canal and locks and this great improvement will unlock the Inland Empire to the ocean. To meet the present emergency the state of Oregon, with some assistance from citizens of our own state, built the Portage railroad from Celilo to the big eddy, and by means of this freight can be carried at a nominal rate around the obstruction.

To make this road more effective a company at Portland known as the Open River Transportation company, is now engaged in building steamers which, with others already in existence, will make a continuous

connection from Pasco, Priest Rapids, Lewiston and other up-river points to Portland.

A Number of Rapids.

There are, however, a number of rapids of which the Umatilla is the most serious, in that section of the river. To assist in work on these rapids the legislature of Washington gave an appropriation of \$125,000 at its last session. This has been efficiently used by the United States engineers in charge, but the work is not yet complete and it is a vital necessity that both federal and state governments make generous appropriations and continuing contracts to push this work to a speedy conclusion.

With the Celilo canal and the various improvements at the different rapids completed, the section of the

river between The Dalles and Priest Rapids, a distance of about 225 miles more, will be open to continuous navigation.

From Priest Rapids to Wenatchee, about 60 miles, there has never been regular navigation, though several steamers have made the journey. But the three rapids, Priest, Cabinet and Rock Island interpose so serious obstacles that until some work is done on them profitable commercial navigation is not feasible.

The Navigable Sections.

From Wenatchee to Brewster on the Okanogan, about 80 miles further, there is and has been for several years regular steamboat traffic. Then from Brewster to Bridgeport, 20 miles, the river is navigable, though there has not been regular traffic, but from that point to Kettle falls, 80 miles more, there are several difficult rapids. Though the journey from Bridgeport to Kettle falls has been made by steamer several times, it is necessary that there be some work in improving the river before it can be profitably navigated. Kettle falls presents obstacles which can be overcome only by canal and locks. A few miles above comes the Little Dalles, not an insuperable obstacle, though some work would be desirable.

Improving the Channel.

From the ocean to the Little Dalles is a total of over 700 miles, broken somewhat, as we have seen, by rapids, and with canal and locks necessary at three points, the Cascades, Celilo and Kettle falls, the first of which is already accomplished. To complete all necessary improvements over this distance would not require any excessive outlay. If our people, through their representatives in congress, will keep this theme constantly before the government there need not be an interval of more than four or five years till the great task is accomplished, and then all parts of our Inland Empire, with their boundless resources, will become open to the sea. The resulting benefits will be incalculable."

Making Brick Tea in Hankow.

In the Russian concession at Hankow, China, there are two brick-tea factories which with the other two in the British concession are undoubtedly the most important industrial institutions of the port. Brick tea is made from ordinary tea dust. It is first steamed in a cotton cloth bag and then placed in a woolen mold much the same as is used for making ordinary clay bricks, but stronger and not so deep. The mold is placed under a powerful press and the pressure is maintained until the requisite consistency is reached. The bricks are then removed and wrapped up in common white paper. They are exported in bamboo baskets holding 1 to 1 1/2 piculs (1 picul equals 133 1-3 pounds). The Mongolians before drinking boil the tea so as to get the most out of it. This boiling does not injure the taste, as there is no flavor to lose. Tablets are made of the very fine kinds of tea dust.

About 2 1/2 ounces of dust in a dry state without steaming are poured into a steam mold on a cylinder and put under a pressure of two tons. When the tablets are removed from the mold they are wrapped in tin-foil, then in paper, and finally packed in tin-lined boxes. The whole of this export goes to Russia. These factories which are fitted with costly modern machinery, employ many thousands of natives. An idea of the importance of this branch of the tea trade may be gained by the total value of brick and tablet tea which passed through the customs during the last ten years, amounting to more than \$18,000,000.

A Traveling Man's Experience.

"I must tell you my experience on an east bound O. R. & N. R. train from Pendleton to La Grande, Or., writes Sam A. Garber, a well known traveling man. 'I was in the smoking department with some other traveling men when one of them went out into the coach and came back and said, "There is a woman sick unto death in the car. I at once got up and went out, found her very ill with cramp colic; her hands and arms were drawn up so you could not straighten them, and while a deathlike look on her face. Two or three ladies were working with her and giving her whiskey. I went to my suit case and got my bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy (I never travel without it), ran to the water tank, put a double dose of the medicine in the glass, poured some water into it and stirred it with a pencil; then I had quite a time to get the ladies to let me give it to her, but I succeeded. I could at once see the effect and I worked with her, rubbing her hands, and in 10 minutes I gave her another dose. By this time we were almost into La Grande, where I was to leave the train. I gave the bottle to the husband to be used in case another dose should be needed, but by the time the train ran into La Grande she was all right, and I received the thanks of every passenger in the car.' For sale by Dr. Stone's drug store.

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