

COLUMBIA COUNTY FACES ROAD CRISIS

People Want to Go Ahead With
Work but Lack Funds
for the Purpose.

RECALL TALK IS HEARD

Brother Arrayed Against Brother
and North Half of County Talks
of Ousting Judge It Elected,
but Wants Engineer Kept.

(Continued From First Page.)

to the same views as those held by the St. Helens people, while Major Bowby apparently concurred in the views and the wishes of the residents of Rainier and Clatskanie.

The issue between the old County Court and Major Bowby grew so intense that the old County Court was recalled. This was construed at that time as a vindication of Major Bowby and his work.

New County Court Involved.
Now the new County Court, which was elected because of its supposed friendliness to Major Bowby and his policies, has come into sharp disagreement with the highway engineer over the question of engineering costs.

The people at Rainier and Clatskanie are talking about recalling Judge A. L. Clark—the man whom they elected when they deposed Judge W. A. Harvill—but the movement has not developed past the talking point. It is apparent that the St. Helens people, who gave Judge Clark only 46 votes at the recent recall election, are prepared to turn right around and support him if an attempt is made to recall him.

The county is badly divided against itself. Lifelong friends have become the bitterest enemies. Brothers even are arrayed against brothers. And it is all over a question upon which all sides were at first agreed and upon which even now there is apparent unanimity of sentiment so far as concerns the major issue—good roads.

All Want Highway Completed.
They want to see the Columbia highway completed.

"But how are we going to do it?" That is the question on everyone's tongue. Some of the most substantial citizens of the county are making heroic efforts to answer it.

No answer so far has been forthcoming that is not conditional—partial, at least—upon the continued official presence of Major Bowby.

"He must be eliminated," say the people at St. Helens.

"He must be retained," say the people at Rainier and Clatskanie.

Major Bowby is a live issue in Columbia County and will be so long as he remains and the Columbia highway is uncompleted.

Under the direction of Major Bowby and his assistant engineers approximately 27 miles of the Columbia highway has been graded through Columbia County. This covers the distance from a point near Tide Creek, or Deer Island, on the southern end, to the Clatskanie County line on the northern end. Between Tide Creek and the Multnomah County line the existing roads will suffice, generally, at least, for a link in the highway.

Grade Not Entirely Finished.
This grade, however, is not entirely connected. Many bridges are not in place. Several rock cuts must be completed and a few minor slides must be made. The road everywhere is the full regulation width of 24 feet. It has stood the winter well. A few slides have covered the roadway with earth at a few points, but the work has not been damaged materially. The road nowhere is passable for winter traffic and could not stand heavy travel even in summer. Almost every foot of it must be rolled and otherwise treated to lend it solidity.

The bridges must be built, the gaps must be filled, the necessary fills and cuts must be made and the earth slides must be removed.

At one place near the Clatskanie County line a dry rock wall has caved in and intruded on the right of way of the North Bank Railroad. The railroad is threatening suit. The Columbia Contracting Company, which had the contract for the grading, blames Major Bowby for this piece of faulty construction. They say they followed every specification. Major Bowby and his engineers blame the contract company. He says the wall was not put in right.

Assistant Blames Workmen.
L. Griswold, assistant state highway engineer, who had direct charge of the Columbia County work, declares that the contractors attempted to build the wall with inexperienced workmen. He has a theory that the Italian workmen alone know how to build dry walls; that the art was handed down to them from the ancient Romans, whose walls in various parts of Europe remain standing after centuries of use.

From the point where the new road connects with the existing highway at Tide Creek it follows the meander line of the Columbia River to and through the town of Rainier. The scenery is delightful. It will be a most attractive piece of road when it is completed.

At Rainier the highway leaves the river, circles around the hills and strikes the Beaver Creek Valley. It follows that stream, crossing it half a dozen times, to Ingles, where it again approximates the shores of the river. It leads on through Clatskanie and follows the river to Westport into Clatskanie County.

Expenditure Not Known.
This unfinished road represents an investment of at least \$260,000. How much more than that has been spent upon it never has been estimated. Judge Harris and other residents of St. Helens say that fully \$100,000 in addition has been expended there.

Major Bowby says that little more than the \$260,000 originally allotted for the highway construction has gone into it. The vouchers have been honored by the County Clerk, but it has been impossible up to this time for him or for anyone close to determine precisely how much money the highway has cost to date.

Engineering Cost Disputed.
The records show that \$21,458.97 has been charged to engineering. This is approximately 10 per cent of the total cost. The County Court says it is too much. Major Bowby says it is not excessive.

Throughout the whole fabric of the Columbia County road situation are interwoven the official performances of Major Bowby.

VIEWS ON COLUMBIA HIGHWAY IN COLUMBIA COUNTY FOR COMPLETION OF WHICH FUNDS MUST BE PROVIDED.



will have available this year approximately \$55,000 for use on the Columbia highway. If it seems fit to appropriate it for that purpose, but the people at St. Helens are demanding that none of this money shall be expended under Major Bowby's direction. They hope also to secure an allotment of \$50,000 or so from the state highway fund. Major Bowby says that this prospective \$105,000 will complete the grading and open the road for summer traffic.

Major Bowby's opponents declare that it will cost nearly \$200,000 to make a good job of it.

How to secure the money in the first place and how to administer its expenditure in the second place are the two main issues that have developed the existing crisis in Columbia County.

LOSSES LAID TO LAXITY
FIRE MARSHAL STEVENS SPEAKER AT AD CLUB LUNCHEON.

Insurance Companies Also Arraigned for Per Capita Destruction of \$6.50 in Portland Last Year.

Irresponsibility of the people of Portland in respect to fire risks, disregard of means of fire prevention and deliberate opposition to efforts to improve conditions by legislation were some of the indictments made by Jay Stevens, fire marshal, in his address before the Portland Ad Club at its luncheon at the Multnomah Hotel Wednesday.

"Our fire department is one of the best in the country," he said. "But we are realizing the public's responsibility for lack of fire prevention and care. Portland is one of the most hazardous cities in the country."

While the per capita fire loss throughout the country last year was \$2.50, Portland's losses of \$1,500,000 brought the per capita for this city up to \$6.50. In addition to this 16 lives were lost.

Mr. Stevens blamed also the laxness of the fire insurance companies as one of the forms of neglect that makes Portland a bad fire town, declaring that innumerable companies will issue a policy upon payment of the premium without investigating the risk or ascertaining anything about it.

"Fifty per cent of our loss is caused by arson," he declared, "and we don't get the support we ought to in stopping it. It takes like arson to us, but the judge will see it in quite a different light."

Mr. Stevens declared that a city of the size of Portland ought to have a high-pressure system, and said that it could be installed in this city at comparatively light expense.

Major Alvin, chairman of the day, and besides Mr. Stevens, C. C. Colt and H. V. Chase were speakers. They talked upon the subject of the consolidation of the Chamber of Commerce and Commercial Club.

LIBEL SUIT IS STILL ON
"Painless" Parker Ends Second Day on Witness Stand.

With E. R. ("Painless") Parker still on the witness stand, which he has occupied for two days in the trial of his \$20,000 libel suit against Hugh Hume, editor of the Spectator, court adjourned last night with the attorneys arguing over the admission of various kinds of evidence.

Although Dr. Parker has been on the stand for two days, his actual testimony has not occupied more than two hours. The remainder of the time has been taken up by arguments between Attorney Mannix for Dr. Parker and Ralph Moore for Mr. Hume.

In a short period of cross-questioning by Mr. Moore yesterday morning, Dr. Parker told most of the story of his life, especially his controversies with the "regular" school in all parts of the country.

Dr. Parker was questioned closely by Mr. Moore about his street-speaking campaign in support of his bill to revise the state dental laws. This measure was defeated by a small margin last November.

THREE HELD FOR THEFTS
Men Accused of Taking Typewriter While Moving Company.

Dan Rust and R. Salquist were arrested yesterday on a charge of larceny by City Detectives Pat Moloney and Swennes. Charles Thomas was arrested at the same time on a charge of receiving stolen property.

It is charged that Rust and Salquist while engaged in moving the L. C. Smith Typewriter Company's stock here took one of the typewriters. They are said to have been in the employ of a local transfer company at the time. Thomas is said to have had the stolen typewriter in his possession and was attempting to sell it for \$75.

MOTOR OUSTS FIRE HORSES
Tractor to Be Hitched to Truck in Gilsan-Street Station.

Once again the horse is to step aside for the motor. The City Council has decided to purchase a powerful motor truck to put in the place of the span of big bay horses on the 50-foot hook-and-ladder truck stationed in house 3 on Gilsan street. The truck has been whirled about the streets by horses for 10 years.

The tongue and front wheels will be removed and in their place will be inserted an auto tractor. The machine, which will be similar to one put on a steamer some time ago, will cost \$4500.



Upper Picture—Specimen of Dry Rock Wall Between Rainier and Goble. Lower Picture—Section of Tangent Overlooking Columbia River.

2000 SIGN IN 1 DAY

Road Bond Petitions Fill at Headquarters Rapidly.

10,000 NAMES ARE WANTED

Saturday Night Special "Stunts" to Be Staged to Attract Voters to Aid Cause—W. B. Feckheimer and Others Laud Plan.

Two thousand signatures to the petitions asking a special election for a bond issue of \$1,250,000 for hard surfacing county roads were obtained up to closing time last night at the executive committee's headquarters in the Yeon building, Fifth and Alder streets.

This is one-fifth of the required number, the petition circulators aiming to get 10,000 names at least. As soon as lists of 1000 names each are procured they are sent by the committee to the County Clerk for checking. In addition to the number of names so far counted there are 100 petitions in circulation in the city and throughout the county that have not been reported as yet.

Elmer Amidon was installed yesterday as a "puller-in." He stands outside the door to the petition headquarters and attracts signers. He accepts pedestrians as well and gets their attention, when he points out the good work for roads that is going on inside and asks their help. He usually gets it.

"There is no question that we will finish up the required number of signatures by Saturday night," said E. E. Coover, who, with John B. Yeon and Amos Benson, is personally standing by the movement at the headquarters.

"Saturday night we will keep open until 10 o'clock and we expect to make the closing day a big one. There will be 'stunts' on Saturday to attract attention, special window displays and other features."

The committee asks that women voters come and sign the petitions. Precinct maps are at headquarters so that those in charge will be able to give precinct numbers to each. It has been found that not more than 6 per cent of all signing the petitions know their precinct numbers. This applies to men as well as women.

The committee stated just what the bond issue will mean in the way of expense to taxpayers. It was pointed out that during the first five years the tax will amount to 18 cents a year for each \$1000 of assessed valuation. The sixth year the charge will be 18 cents for each \$1000, including principal and interest, and on the seventh and each succeeding year the tax will be 10 per cent less. At the fifteenth year the charge will have reached the vanishing point and the bonds will have been refunded.

W. B. Feckheimer dropped in at headquarters yesterday filled with enthusiasm for the bond issue, having just returned from San Francisco, where he says \$15,000,000 is being spent in and about that city for road building purposes.

"It is a pleasure to see the good roads they have in California," said Mr. Feckheimer, "and one always wishes that we, too, might have such splendid highways. We have the prettiest country about Portland that can be found near any of the Pacific Coast cities, and it is indeed to be hoped that we make the most of these resources by building a system of good roads, so that the country may be made accessible, not only for the tourist to visit,

but for the good of our own people as well."

CELILO FETE FUND IS \$500

New Life Put in Campaign to Raise Needed \$4000.

While the total fund needed from Portland to finance the celebration planned for the Celilo Canal opening in the first week of May is about \$4000, the finance committee, of which Guy W. Talbot is chairman, announces up to date contributions of only about \$500. Letters have been sent out to all business men of the city and many responses have been received, but the committee expresses the opinion that the response thus far is not nearly so large as should have been expected in view of the importance of the Celilo Canal opening to Portland and to the Northwest.

The campaign for funds will be pressed with renewed vigor and it is hoped that the necessary budget can be made up before the middle of April. Members of the committee are Mr. Talbot, R. T. Cox, C. S. Jackson, Edward Ehrman and Leo Friede.

ALL FIRE CLEWS FAIL
No Arrests Made for Blaze Under 'Skin Restaurant.'

Although many different clews have been followed out Fire Marshal Stevens has been unable to get sufficient evidence to cause the arrest of any person in connection with the fire under the 'Skin Restaurant on Sixth street Wednesday night, which Marshall Stevens says looked to be of incendiary nature. The investigation is not to be dropped, however.

It was proposed at first to make chemical examinations of bits of cloth and shavings found in the building to see if there were traces of oil, but it was reported by City Chemist Dulin that the samples were too badly burned to permit of tests of this kind. Marshall Stevens says he hopes, however, to find some other way of getting at the facts.

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Varsity FiftyFive

with soft roll collar vest

Young men who want the latest

touches of style will be greatly

pleased with the suit illustrated

above. The graceful lines of the coat and the roll collar vest bring out the newest ideas.

Details of this suit:

Coat: 30 inches long; three buttons, two to button; no padding; soft front, wide lapels.

Vest: Five buttons; leave the lowest unbuttoned; soft roll collar.

Trousers: English type; with turn-up and tunnel belt loops.

In buying, pay \$25 if you can afford it; at that price you'll get some extreme value; you can get our clothes at less, and at more than \$25.

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