

## N. DAY ANSWERS HIGHWAY CRITICS

State Senator Points Out That He Urged Keeping Faith With Hood River.

## AFFIDAVIT IS SUBMITTED

Sporn Statement by Engineer Up-holding Mr. Day's Figures as to Grades and Elevations Submitted as Part of Answer.

In a statement given out yesterday I. N. Day, State Senator, answered the criticisms of his position concerning the Columbia Highway around Mitchell's Point, which he had made on the occasion of his first appearance before the State Highway Commission. He had urged and advised the commission that if it had entered into an agreement with Hood River it keep absolute good faith.

At the time he went to Salem, Senator Day says, he did not know that an understanding had been reached whereby the state was to build that section of the road if Hood River County would give \$75,000 in bonds for work in Hood River County.

Moreover, he had not suggested that the money intended for or promised to the Mitchell's Point construction be expended elsewhere in the state, but that it be used to improve the Columbia Highway in Hood River County.

Engineer's Affidavit Given. In further defense of his position Senator Day says, he submitted the affidavit of an engineer who has just made a survey of the present road around Mitchell's Point, which disputes the statements made as to the grade percentages, the elevation of the summit and its reputed overhanging characteristics.

It has been said that the grade of the road which Senator Day proposed should be utilized in lieu of constructing a new road and tunnel climbing the point at a grade of 25 per cent. The affidavit of W. A. Middlebrooks, surveyor, is that the road has an average grade of 15.4 per cent; that the maximum grade is 21.5 per cent; that for only 120 feet. These grades are on the west slope. On the east slope the road descends at an average grade of 10.6 per cent. Senator Day maintains that with small expense the road could be improved so that the maximum grade would be 12 or 13 per cent. The road, said by some to be overhanging the cliff, according to surveyor Middlebrooks, is no nearer at any point than 300 feet to either railroad or river.

In further evidence of the feasibility of the old road Senator Day refers to the report of State Highway Commissioner Bowley, which says: "At Mitchell's Point the present road climbs an elevation of 400 feet in a distance of half a mile. This, Senator Day points out, is in direct contradiction of statements that the road climbs to an elevation of 200 feet and at a grade of 25 per cent, for the statement of the Highway Engineer figures out at 15 per cent."

Senator Day's statement follows: "In the discussion that has taken place on the Mitchell's Point matter the argument seems to revolve around three points: First, the position taken by me; second, the obligation of the State Highway Commission; third, the facts relating to the grade of the road. As to the first, the question arises: Was there a contract as maintained by some of the advocates of the Mitchell's Point tunnel that this particular road should be done or was it his promise to perform the necessary work at that point?"

Engineer Fails to Report. "There is nothing in the report of the State Highway Engineer covering this matter, notwithstanding the fact that he is directed to report to the Commission in his annual report all facts toward the construction of which the state has contributed."

It will also be noted in the report of the State Highway Engineer that the new location crosses the face of the cliff, requiring the construction of three tunnels through solid rock points. Inasmuch as there has been a departure in one case from three tunnels to one, it does not seem that a further departure from one tunnel to the county road would be a violation of the spirit of the agreement, provided the Hood River people were agreeable thereto.

"On the question of the grade I submit the following affidavit: "I, E. A. Middlebrooks, being first duly sworn, depose and say, that I have correctly measured the present county road in Hood River County, near Mitchell's Point, beginning at Station 922.52 of state road survey on the west slope, said road rises 15.4 feet in a distance of 100 feet to the summit, on an average grade of 15.4 per cent, the maximum grade at any point being 21.5 per cent, and that per cent for only 120 feet."

From the summit the road descends 26.5 feet in a distance of 200 feet, intersecting the state road survey at Station 977.00, being an average grade of 10.6 per cent. This road over Mitchell's point is at no place within 200 feet of the railroad or river."

E. A. MIDDLEBROOKS, Surveyor. Signed this 20th day of March, 1915. Subscribed and sworn to before me, the undersigned Notary Public, this 20th day of March, 1915.

ROBERT H. BOWLEY, Secretary Public for Oregon. "Upon the question of my position, I refer you to report of proceedings at the meeting of the Commission on last Wednesday as reported in The Oregonian."

"At the conclusion of the meeting Treasurer Kay asked me what action I would advise if the Commission had already promised to do the work at this point. I replied: 'I would act in absolute good faith with the people of Hood River County.'"

a resolution providing that \$50,000 be allotted to building the thoroughfare around Mitchell's Point according to the survey. "Mr. Scott is quoted in a somewhat unreliable paper as having said: 'Hood River County certainly will object if \$50,000 is not spent on Mitchell's Point, as per agreement made.'

"On this question of grade the State Highway Engineer has the following to say in his report of November 20, 1914: "This is approximately 15-plus per cent."

"It is proposed to run the new tunnel road from the present county road at reference 150 elevation. Following up the county road to the crest back of Mitchell's Point, an elevation of 251 feet is the present level of the road. Major Bowley says that in half a mile the present road climbs to an elevation of 400 feet. If the distance to the crest is 400 feet, as assumed by Major Bowley, the distance from the crest to the bottom of the hill is also 400 feet. This would bring the bottom of the road, to which the tunnel is to be built, to the level of the river, as the level of the river is approximately reference 50 elevation.

"The hysteria evidenced by a somewhat unreliable evening newspaper wherein it says that under the circumstances the Day proposal was infamous, does not appear to me to be justified by anything which I have said upon the matter. I repeat that I consider the appropriation for that purpose as unwise, and again say that the money would be better expended within the county on other parts of the road. That my opinion is shared by others is evidenced by the receipt of telegrams from Senators who have expressed their disapproval of the plan. I am not in the favor of highway construction is not based upon the record. I was chairman of the special committee created to report a bill to the Legislature, and the present law is the result of our efforts. The fact that two years have elapsed, and no general plan of highway construction seems to me to merit some criticism."

"The report of the State Highway Engineer shows that on November 1, 1914, there was available in the state funds \$53,555.88. The report secured by myself at the office of the Secretary of State last Wednesday indicates that there is less than \$5000 now available. The result obtained from the \$238,000, reported as having been collected for state highway purposes, is a grievous disappointment to the friends of the Good Roads movement, and unless the State Highway Commission starts upon a new tack, highway building in the state of Oregon will be set back a century. Following up the public I look with confidence to Governor Withycombe to extricate the state from the unfortunate dilemma in which the state finds itself with relation to road matters."

Road Open to Teams. "A somewhat inaccurate critic excitedly states: "Without this improvement at Mitchell's Point, the Columbia Highway, as an artery of through traffic, would have no practical value. Its western link would end at the western base of Mitchell's Point. It is impossible for an automobile to go over the present route, and the road could not even attempt it. The road has been open for 50 years, but has never been traveled by more than half a dozen vehicles a year. Only one automobile ever attempted to go over it, and this machine failed in the attempt."

In answer to the above, I wish to say that on last Sunday I saw a horse-drawn vehicle pass over this road without inconvenience, and in entire safety."

"I will make no attempt to harmonize the inaccuracies and inconsistencies found in the report and accredited statements of the State Highway Engineer."

"I have had the present road over Mitchell's Point surveyed not only once but twice. The two surveys checked, I have photographs showing that the road is not overgrown with brush nor obstructed by rocks, but that it shows evidence of travel. I am advised by competent surveyors that it can be improved at small expense so that the grade will not exceed 12 or 13 per cent."

"I have also been informed that the bond proceeds in Hood River County are not sufficient to put the Columbia Highway beyond the Multnomah County line in passable condition. If Hood River County insists that the expensive and unnecessary new road and tunnel be constructed when there is a feasible alternative route that can be built at a small expense, it is a great saving and thereby provide money for other needed work on the highway, I have nothing more to say. But I have the interest of good roads at heart. I sincerely believe that if this piece of extravagance is carried out there will be difficulty in obtaining further road consideration from the legislature. I think I know the temperament of the members from the up-state counties and I am confident their constituents will view with favor the expenditure of \$40,000 or \$50,000 on less than a mile of highway when the needs of the state for road construction are so pressing and the funds available so limited."

## "COURT LONG" IS ADVICE

REV. H. G. HANSON WARNS MEN TO TAKE TIME WITH GIRL.

All Urged to Marry, but Seriousness of Vow Emphasized and Care in Selection of Mate.

It pays to take time in the courting of a girl, according to Rev. H. G. Hanson, pastor of the Fourth Presbyterian Church, whose sermon Sunday night was on the subject of "Courtship and Marriage."

"I believe in long courtships," said the pastor. "I do not mean seven or eight years, but from six months to a year at least. There are too many who marry before they get acquainted with one another."

"Because two can dance well together or sing well together," he said, "it does not follow that they can live together. Similarly, because two persons are Christians does not mean that they can live together. John Wesley said: 'There are a good many people that the Lord can get along with that you and I can't.'"

The speaker deplored the sentiment that marriage is a joke. "Marriage is no joke," he said, "nor is courtship, either. Too many look upon the taking of the marriage vow as a joke, and a jesting thing. It is sweet and, while the sweetest lasts and there is prosperity, all is well and good. However, when things go wrong the partnership is dissolved. Rev. Mr. Hanson said that most persons should marry."

"Marriage is a thing which is thrust upon us by our race characteristics," he said, "and we must accept it whether we like it or not."

Speaking of the importance of making a proper choice of a life partner, he said: "Your choice will decide whether your home is to be really a home or a hell."

## BRITISH VALOR IS PROVED AT ST. ELOI

Force Once Overwhelmed Retakes Village in Face of Murderous Fire.

## GERMANS SHOW HUMANITY

Bearers of Wounded at Near Range Are Permitted to Work Unmolested—Victims Battle Leaves Situation Unchanged.

LONDON, March 22.—Fighting qualities of the British soldiers again were demonstrated in the battle of St. Eloi, although it was of comparative unimportance, since it left the situation much as it was before, according to an account of the operations in this district given by a British eye witness and in passing this day. The attempt to show that I am not in favor of highway construction is not based upon the record. I was chairman of the special committee created to report a bill to the Legislature, and the present law is the result of our efforts. The fact that two years have elapsed, and no general plan of highway construction seems to me to merit some criticism."

"The report of the State Highway Engineer shows that on November 1, 1914, there was available in the state funds \$53,555.88. The report secured by myself at the office of the Secretary of State last Wednesday indicates that there is less than \$5000 now available. The result obtained from the \$238,000, reported as having been collected for state highway purposes, is a grievous disappointment to the friends of the Good Roads movement, and unless the State Highway Commission starts upon a new tack, highway building in the state of Oregon will be set back a century. Following up the public I look with confidence to Governor Withycombe to extricate the state from the unfortunate dilemma in which the state finds itself with relation to road matters."

Road Open to Teams. "A somewhat inaccurate critic excitedly states: "Without this improvement at Mitchell's Point, the Columbia Highway, as an artery of through traffic, would have no practical value. Its western link would end at the western base of Mitchell's Point. It is impossible for an automobile to go over the present route, and the road could not even attempt it. The road has been open for 50 years, but has never been traveled by more than half a dozen vehicles a year. Only one automobile ever attempted to go over it, and this machine failed in the attempt."

In answer to the above, I wish to say that on last Sunday I saw a horse-drawn vehicle pass over this road without inconvenience, and in entire safety."

"I will make no attempt to harmonize the inaccuracies and inconsistencies found in the report and accredited statements of the State Highway Engineer."

"I have had the present road over Mitchell's Point surveyed not only once but twice. The two surveys checked, I have photographs showing that the road is not overgrown with brush nor obstructed by rocks, but that it shows evidence of travel. I am advised by competent surveyors that it can be improved at small expense so that the grade will not exceed 12 or 13 per cent."

"I have also been informed that the bond proceeds in Hood River County are not sufficient to put the Columbia Highway beyond the Multnomah County line in passable condition. If Hood River County insists that the expensive and unnecessary new road and tunnel be constructed when there is a feasible alternative route that can be built at a small expense, it is a great saving and thereby provide money for other needed work on the highway, I have nothing more to say. But I have the interest of good roads at heart. I sincerely believe that if this piece of extravagance is carried out there will be difficulty in obtaining further road consideration from the legislature. I think I know the temperament of the members from the up-state counties and I am confident their constituents will view with favor the expenditure of \$40,000 or \$50,000 on less than a mile of highway when the needs of the state for road construction are so pressing and the funds available so limited."

## ITALIANS HOLD PARADE

St. Joseph's Day Celebrated at St. Phillip Neri Church.

With brilliant illumination, solemn procession and vespers services, last night, St. Joseph's day was celebrated by the Italians of the city at St. Phillip Neri church, on East Seventh street.

Each Seventeenth street was illuminated last night with Chinese lanterns lighted by electric jets, from Division street for 400 feet to the church and along the north side of the church. Fully 2000 Italians, citizens and families lined East Seventeenth street as St. Joseph's Society, bearing lighted candles and wearing the badges of their order, marched from the church.

Teaching of Hebrew Urged. The private education of Jewish children in their own language and racial traditions was advocated by J. L. Martin in an address before the Literary Jewish Club at the Neighborhood House last night. The speaker said that the Jews...

## Planning for the Stork's Arrival

Among those things which all women should know of, and many of them do, is a splendid external application of great help and value in most stores under the name of "Mother's Friend." It is a penetrating, penetrating, penetrating and many a mother tells how it so wonderfully aids them through the period of expectancy.

At any rate it is reasonable to believe that since "Mother's Friend" has been a companion to motherhood for more than half a century no more timely advice could be given the inexperienced mother than to suggest its daily use during expectancy.

Ask at any drug store for "Mother's Friend," a penetrating, external liquid yesterday afternoon by the crew of the British Regulator Co., 30 Lamar Bldg., Atlanta, Ga., for their book of useful and timely information to expectant mothers. It contains many suggestions that are of interest to all women.

## OUCH! LUMBAGO! RUB PAINS FROM SORE, LAME BACK

Rub Backache away with small trial bottle of old "St. Jacob's Oil."

Back hurt you? Can't straighten up without feeling sudden pains, sharp aches and twinges? Now listen! That's lumbago, sciatica or maybe from a strain, and you'll get relief the moment you rub your back with soothing, penetrating "St. Jacob's Oil." Nothing else takes out soreness, lameness and stiffness so quickly. You simply rub it on your back and out comes the pain. It is harmless and doesn't burn the skin. Limber up! Don't suffer! Get a small trial bottle of old honest "St. Jacob's Oil" from any drug store, and after using it just once, you'll forget that you ever had backache, lumbago or sciatica, because your back will never hurt or cause any more misery. It never disappoints and has been recommended for 60 years.—Adv.

## NORWAY TALK INVITED

THOUSANDS OF LETTERS SENT FROM COMMERCIAL CLUB.

Co-operation of Ship Companies Is to Be Asked in Attracting Touring Scandinavians to Portland.

Through the efforts of the Norwegian reception committee of the Portland Commercial Club 3500 letters have been mailed to prominent Norwegians in the American Northwest urging that they visit Oregon on their way to or from the exposition at San Francisco and San Diego. Before April 1 more than 1500 more letters will be in the mails to Norwegians in Minnesota, the Dakotas and other states.

A. H. Lamm, secretary of the committee, reports that several prominent Norwegians have already been in Portland and one party of nine from Portland and a visit en route to San Francisco. "The committee will secure the co-operation of the Norwegian-American line at Copenhagen, also the Beyer, Bennetts and Cooks' tour-ists bureaus at Christiansia. Through the various channels we are calling attention to Portland and the 1915 Rose Festival."

"The climatic conditions, as well as our opportunities for lumber products and waterpower developments, makes Oregon of the greatest interest to Norwegian business men. We believe it would also be of interest to Oregon to impress on visitors from Norway that most of the apples and pears they are buying in California could be purchased from Oregon growers."

"Our campaign calls for the placing of Oregon literature aboard the steamships, in waiting rooms and urge the Norwegian officers on board the boats to mention Oregon."

Ministers of Norwegian churches have also been asked to make mention of the trip to the expositions by way of Oregon and Norwegian newspapers have been appealed to.

## CATHOLIC RETREAT OPENS

Rev. W. J. Cartwright to Conduct Special Services for Week.

For consideration of the fundamentals of the Roman Catholic faith, a retreat was opened at St. Mary's Cathedral Sunday night by Rev. W. J. Cartwright, C. S. C., of New York, and recently appointed to St. Philip's Church of Portland. The services will continue all week.

Today, Tuesday and Wednesday the services will be for women. Thursday, Friday and Saturday they will be for men.

THE MIDDLEMAN'S PROFIT

IT is time for you to buy your new spring suit. Naturally you want the best suit you can get for the money. Five minutes of your time spent at the People's Clothing Co. will convince you that is where you must buy it. You save all middleman's profit there.

## Tailored, Ready-to-Wear Clothes

Worth \$15 Worth \$25 Worth \$30

\$10 \$15 \$20

Save \$5 Save \$10 Save \$10

From Factory to Wearer Direct

## Peoples Clothing Co.

104-106 Third St., Bet. Wash and Stark Sts.

"MILL TO MAN METHOD"

## DRUGS

BRING US YOUR FILMS. Our Men Are Experts. Prompt and Efficient.

WE SELL, DEVELOP, PRINT, ENLARGE, TINT, AND WARRANT OUR FILMS. "ANSCOS" TODAY LEAD THE WORLD.

"MORSE" SEEDS. "WOOD-LARK" SPRAYS AND PUMPS.

ROSELAWN FERTILIZER. A Wonderful Plant Food.

EXTRA SPECIALS FOR TODAY ONLY.

50c Glass Jar Cresco Stuffed Dates and Figs. 27c

50c Glass Jar Cresco Stuffed Dates. 27c

50c Glass Jar Cresco Figs prepared with corn syrup. 23c

50c Glass Jar Cresco Figs prepared with corn syrup. 42c

50c Sylmar Brand Ripe Olives. 57c

40c Imperial Skinless Figs. 32c

1.15c Lyon's Royal Anne Cherries in Brand. 98c

50c Stuffed Mushrooms Imported. 42c

FLAT DENTAL FLOSS. Five Styles. All Good. 1.50c

35c the "Vary" Tooth Brush. 19c

25c and 40c Kent's Tooth Paste. 25c

35c Wood-Lark Tooth-Bush and a 15c Anti-Scrub. 35c

Double Stamps Today on First 3 Floors Use the Coupon This Afternoon

WE ARE "HEAD-QUARTERS" for the NEW BATHING CAPS. Bewitching Styles. Medical Ideas. Prices 25c Each and Up.

BOYS, PLAY BALL! We Have Spaulding's Line. Catalogue Free. ONE-THIRD OFF ON ALL D. & M. GOODS.

ANY KNIFE IN OUR CASE ONE-FOURTH OFF ALL THIS WEEK.

25c "Cross" Razors. 19c

Durham Duplex Demonstration, one blade and razor. 35c

1.15c Famous Bottles. 98c

FATHOMS. 50c Gold Medal Haarlem Oil Capsules. 40c

50c Sylvester's Hair Lotion. 30c

50c Tyree's Antiseptic Powder. 40c

50c Hansen's Remnet Tablets. 40c

50c Moki. 20c

## DRUGS

BRING US YOUR FILMS. Our Men Are Experts. Prompt and Efficient.

WE SELL, DEVELOP, PRINT, ENLARGE, TINT, AND WARRANT OUR FILMS. "ANSCOS" TODAY LEAD THE WORLD.

"MORSE" SEEDS. "WOOD-LARK" SPRAYS AND PUMPS.

ROSELAWN FERTILIZER. A Wonderful Plant Food.

EXTRA SPECIALS FOR TODAY ONLY.

50c Glass Jar Cresco Stuffed Dates and Figs. 27c

50c Glass Jar Cresco Stuffed Dates. 27c

50c Glass Jar Cresco Figs prepared with corn syrup. 23c

50c Glass Jar Cresco Figs prepared with corn syrup. 42c

50c Sylmar Brand Ripe Olives. 57c

40c Imperial Skinless Figs. 32c

1.15c Lyon's Royal Anne Cherries in Brand. 98c

50c Stuffed Mushrooms Imported. 42c

FLAT DENTAL FLOSS. Five Styles. All Good. 1.50c

35c the "Vary" Tooth Brush. 19c

25c and 40c Kent's Tooth Paste. 25c

35c Wood-Lark Tooth-Bush and a 15c Anti-Scrub. 35c

Double Stamps Today on First 3 Floors Use the Coupon This Afternoon

WE ARE "HEAD-QUARTERS" for the NEW BATHING CAPS. Bewitching Styles. Medical Ideas. Prices 25c Each and Up.

BOYS, PLAY BALL! We Have Spaulding's Line. Catalogue Free. ONE-THIRD OFF ON ALL D. & M. GOODS.

ANY KNIFE IN OUR CASE ONE-FOURTH OFF ALL THIS WEEK.

25c "Cross" Razors. 19c

Durham Duplex Demonstration, one blade and razor. 35c

1.15c Famous Bottles. 98c

FATHOMS. 50c Gold Medal Haarlem Oil Capsules. 40c

50c Sylvester's Hair Lotion. 30c

50c Tyree's Antiseptic Powder. 40c

50c Hansen's Remnet Tablets. 40c

50c Moki. 20c

## COUPON

Ten extra "S. & H." Green Trading Stamps given today with any tea cream or soda service in our Tea-Room Soda Fountain in the basement, between 2 P. M. and 9 P. M. Present this coupon when paying the cashier.

"THERMON" BOTTLE. For Real Comfort. "BILLY" HOT OR ICY COLD FOR 24 HOURS.

Always take a Thermos on your picnic or motor trip. Keeps any liquid at any degree of heat or cold. Can you beat it? Thermos prices \$1 up.

"RESISTAL" IS A WONDER. A patented, durable, waterproof fabric without rubber, gutta-percha, paraffin or wax. Save time, trouble and money by using.

Resistal Shampoo Throw. Resistal Linen Skirt Protector. Resistal Baby Paste. Resistal Mattress Protector. Resistal Catnip. Resistal "Sticker" Rib.

PAINT RIGHT. Paint Now With SHERWIN-WILLIAMS' FAMOUS COLORS. We Have Them All and Brushes, Too.

KEEP COOL! Home Ironing Is a Joy With a HOT POINT IRON. Each, With a Ten-Year Guarantee, \$3.50.

TOILET REQUISITES. \$1 Cont. Castile Soap. 65c

25c Packer's Tar Soap. 15c

50c Packer's Tar Soap. 27c

50c Packer's Tar Soap. 40c

50c Packer's Tar Soap. 40c

50c Packer's Tar Soap. 40c

50c Packer's Tar Soap. 40c

50c Packer's Tar Soap. 40c

50c Packer's Tar Soap. 40c

50c Packer's Tar Soap. 40c

50c Packer's Tar Soap. 40c

50c Packer's Tar Soap. 40c

50c Packer's Tar Soap. 40c

50c Packer's Tar Soap. 40c

50c Packer's Tar Soap. 40c

50c Packer's Tar Soap. 40c

50c Packer's Tar Soap. 40c

50c Packer's Tar Soap. 40c

50c Packer's Tar Soap. 40c

50c Packer's Tar Soap. 40c

50c Packer's Tar Soap. 40c