

OREGON RIVER TO BRIDGE COLUMBIA

Site Is Sought for Span at Point Between Celilo and The Dalles.

YEAR AND HALF IS GIVEN

Trains Must Be Running Through From Portland to Madras by April 1, 1911, and All Speed in Construction Is Being Made.

Several Oregon Trunk survey parties are now working on the Columbia River between Celilo and the Dalles seeking the most practicable point at which to bridge the river.

While it has long been supposed ever since it became known that the Great Northern was behind the Oregon Trunk Line that a bridge connection across the Columbia would be made with the North Bank Road, the first admission that such was the plan was made at the Oregon Trunk Line office yesterday.

The Oregon Trunk Line's survey has now been located from the mouth of the Deschutes down the Columbia for a distance of several miles. The original survey came out of the Deschutes Canyon about the level of the present O. R. & N. main line. In order to get over the Government and Moody dam sites, in the Deschutes Canyon, the line has been relocated higher up the bank and now leaves the mouth of the Deschutes at a point about 70 feet above the O. R. & N. main line. South of the present O. R. & N. bridge across the Deschutes about half a mile a preliminary survey will be made. Workmen are now boring this tunnel, which is to be about 800 feet long.

Selection of Bridge Site Difficult.

Paralleling the O. R. & N. southward for several miles the Oregon Trunk Line is higher up the cliffs of the Columbia River gorge, gradually dropping into approximately the level of the O. R. & N. as it reaches near Celilo. The selection of the bridge site is a difficult matter, as the current of the Columbia is swift in that locality and systematic soundings must be made.

While the point of the crossing of the Columbia has not been definitely determined, it is now thought likely the bridge will be located either near Celilo or what is known as Five-Mile Run.

It is the intention of the Oregon Trunk Line builders to have the road completed and in operation to Madras within 18 months, or by about April 1, 1911. The Columbia bridge will be about one year in building, and it is the expectation that it will be completed so that trains can run through between Portland and Madras with the completion of the road up the Deschutes.

Speed Is Main Object.

In the Deschutes Canyon speed in construction work is being given strong consideration. It is probable that, in order to complete the road with its most important bridge, it will be necessary to temporarily close the road for a few days. In other words, extensive rock or tunnel work will not be permitted to take place until the road is open. If such work can be avoided and still a good line established. Subsequently, tunnels that will straighten the line and reduce cost of operation, but which to build now would delay opening the road, will be constructed.

The length of road when completed to Madras will be 109 miles. In the meantime, surveying and perhaps construction work beyond Madras will continue, and the road will be extended as conditions warrant.

Counting surveying crews, administration forces and laborers, about 2000 men are now at work along the line of construction. These forces are being added to daily.

Destroying an Agnostic's Work.

Kenosha, Wis., Despatch. Lewis Knapp, a late pioneer resident of Kenosha, who erected a series of inscribed monuments in the Kenosha City Cemetery to hand down to posterity the Christian Church, will fail of his purpose, as it is now announced that eight monuments which have stood in the cemetery for more than 40 years, will be taken down and destroyed. The raising of them will be done in such a manner that not one of the 20,000 words of inscriptions on the metallic columns will remain.

For years Knapp worked on the agnostic inscriptions for the monuments, and when they were completed he made up one of the most remarkable arrangements of the Christian religion known to history. Men have come thousands of miles to read and see the collection, and they have signed an agreement to protect the monuments. The men working in the foundry went on a strike because they feared that the handling of such matter would call down the wrath of God upon them.

The surviving relatives of Knapp are not in sympathy with many of his beliefs and they have signed an agreement to protect the monuments. The men working in the foundry went on a strike because they feared that the handling of such matter would call down the wrath of God upon them.

Elbert's Little Joke.

Boston Herald. There are no files on Elbert Hubbard, chief of the Roycrofters, Fra Elbertus, and Sage of East Aurora. When Elbert begins talking of himself and his books you might just as well wait for the next car, for you won't get a look in unless you should chance to flash a \$10 note with a view to purchasing one of his hand and foot made books. Recently the American Press Humorists were guests of the Fra, and many funny things happened in East Aurora that day. A placard on a post of the Roycrofters announced that "Mr. Hubbard and other Humorists would speak in the chapel in the afternoon at 2." An hour and a half was to be given to the exercises. Elbert, introducing the other speaker, got lost in the mazes of self-adoration and took up about an hour and a quarter of the other 22 humorists' time. Mr. Warman, W. R. Howe and "Dunc" Smith got about seven minutes apiece, and then it was "all aboard" for Buffalo. Great joke, that of Elbert's!

Yakima Apple Crop Sold.

NORTH YAKIMA, Wash., Oct. 16.—(Special.)—Late this afternoon the Horticultural Union sold practically its entire output of apples for the present season. D. Crossley & Sons, of New York, apple dealers, are the buyers. The price is not announced. The closing of the deal means a sale of from 20,000 to 40,000 boxes. It is said the greater portion of these apples will go to Liverpool and Glasgow, although some will remain in the markets in the eastern part of the United States. This is one of the largest apple deals ever made in this valley.

Drugged to Death

Thousands of people are actually drugged to death who would recover if given the proper treatment. A noted Philadelphia doctor claims that medicines have destroyed more lives than war, pestilence and famine combined. It is no wonder when you think of the vast number of sufferers who dose themselves with poisonous mixtures, no matter what the ailment.

If you go into a sick room you will generally find the patient taking a dozen different kinds of dose. If he gets well naturally he believes that the medicine cured him; if he dies the doctor blames it on the disease. In many cases death is the result of drugging.

A sick or suffering person needs strength and vitality above all things. Instead of giving that drugs tear down vitality faster than nature can build it up. That gives the disease a firmer hold upon the victim. You know that strength is the first indication of health. When a sick man has strength enough to get up it is a sign that he is getting well. As his strength returns, so health returns with it.

The same applies to every organ of the body. When any part of the human machine becomes inactive or diseased it does so because it has not enough strength to do its work as nature intended.

Electro-Vigor gives you strength and vitality in a few hours every night. You can restore the life and strength of every ailing part of your body, thereby removing the cause of disease. But electricity must be applied a certain way to accomplish what I claim for it. I know how to apply it the right way, and that is why my method is such a success. Electro-Vigor is the product of my 22 years' experience in curing diseases with electricity.

You may have used faradic batteries or taken electric treatment from physicians without getting any benefit, but that is no argument against Electro-Vigor. By the use of this appliance you can get a steady, unbroken shock of electricity, for hours at a time, without the least shock or burn. Electro-Vigor makes its own power, and does not require charging.

All you need do is to adjust it correctly when you go to bed, and all night long while you sleep. It saturates the body with a glowing current of electric fire, driving out all pains and aches and giving to every organ the power to do its work as nature intended.

The best argument in favor of Electro-Vigor is the fact that it cures. Let me prove it to you.

"Allow me to thank you a thousand times for the work your Electro-Vigor has done for me. I shall not then cease praising your Electro-Vigor for I am satisfied that it has accomplished a complete and permanent cure in my case. I have always recommended it to every one that has ever complained in my presence, for I know I cured me after every other remedy failed."

"I have now been almost a year since I received the Electro-Vigor and that is sufficient time to determine the permanency of a cure. I have spent many things you should know. I have known remedy for a cure, but everything failed until I used Electro-Vigor. So go ahead and advertise my cure to the world, and I will be glad to recommend it to be the greatest remedy on earth for cures. Yours truly,"

H. W. CADES, St. Helena, Oregon.

"After having used Electro-Vigor for some time, I can say that it is a great deal of good. I am now practically cured of all my troubles. Yours truly,"

L. W. HUNT, Wildwood, Oregon.

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cause of the fact that the Mayor has made good his promise to secure cheaper rates for all kinds of hard-surface materials. It is figured that property owners everywhere will be glad to have these kinds of improvements. Instead of petitioning for macadam or gravel, as has been common in Portland of late, they will now petition for concrete.

For anything above \$3 a square yard, and will be still further reduced. Asphalt is now costing but \$1.75 per square yard and has been only \$1.50, whereas, bitulithic and asphalt two months ago were costing the property owners from \$2.15 to \$2.50 a square yard. I have had occasion since I took office to go over the city quite frequently, and I must say that Portland has already accomplished much in the way of good pavements, but within one year from now, I have every reason to believe that the city will be greatly improved and beautified in this manner, and predict the greatest activity ever known here in this line for next season.

Mayor Smith and City Engineer Morris are opposed to macadam and gravel streets, and will not encourage these kinds of improvements. On the ground that he does not favor them, but wishes to have hard-surface pavements laid everywhere. He declares that this is the best kind of improvement that it costs but little more than the other and that it lasts much longer and gives far greater satisfaction.

Captain Smith Appointed to Limer.

Captain C. Smith, who has been assigned to the command of the Norwegian steamship Henrik Ibsen, operating for the Portland & Asiatic Steamship Company, has arrived at Portland. He will relieve Captain Standerwick, who will return to Norway on arrival of the vessel from Hongkong. Captain Smith was formerly master of the steamship Christian Bors.

Something Everybody Should Know.

Anyone suffering from rheumatism, lumbago, kidney or bladder trouble and backache can get quick relief by procuring from his druggist the following simple remedy: Two ounces salerine, mixed with four ounces pure olive oil, and taken in two-icepintful doses every three hours. This remedy contains absolutely no alcohol, making an invaluable remedy. Alcohol when taken into the system irritates the kidneys and stomach.

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TO CURE BLOOD DISEASE it must be entirely removed from the system. The treatment I give you acts so quickly by neutralizing the disease that you can almost feel it being cast out every day, and creates fresh, pure blood, cleansing and building up the system, so there can be no come back to it.

Your advantage in treating with me is that when you are cured you will stay cured, and the treatment does not injure your stomach and cause bone pain and aches like strong mineral mixtures.

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