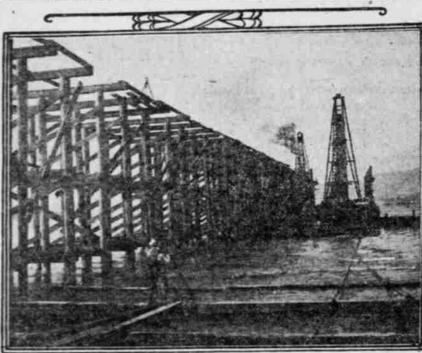
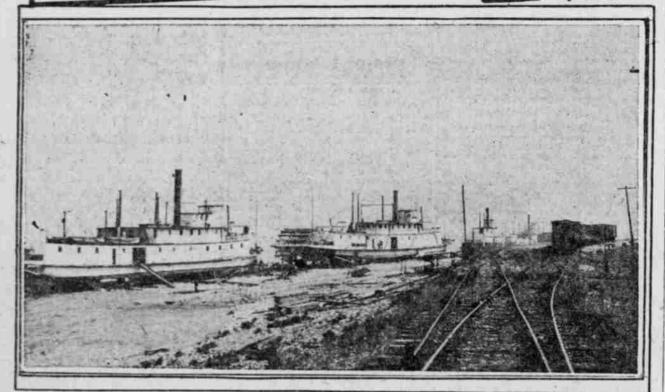
Railroad Bridge Over Columbia to Be Completed in Year and a Half-Span Is Vast Undertaking and Will Have Solid Rock Foundations-Canal Finished for Mile and Half.









THE DALLES, Or., Nov. 26.—(Special)—In view of the great engineering undertakings in proggineering undertakings in progress by both the Oregon Trunk and the cernment, Celilo, at present is, perhaps, the most interesting place in the

The village of Cellio, 12 miles east of The Dulles, has been to the railroad world scarcely more than a flag station of the O. R. & N. until officials of the Hill railway system decided to span the Culumbia by a steel bridge. In the commercial world it had acquired prominence through the flabing operations of I. H. Taffe, which caused him to be named one of the fish kings of the Upper Columbia. Now the post-office, the schoolhouse, the station and the dwelling-house of Mr. Taffe, which formed the town, with the little brown houses of the Indians who have lived there for so many years, making their livelihood by fishing, are almost lost ig the tar paper shanfles which been put up along the river from wifte to a point far below the bridge that is being built, and these tar paper houses are occupied alike by laborers for Uncle Sam and J. J. Hill.

Nature Aids and Deters.

which are just below the village, and, indeed, if it were not for these obstructions in the river there would be no need for the Government to expend many millions of money and many years of labor in the construction of the canal, and James J. Hill, in build-ing his Oregon Trunk line to connect with the North Bank road would find it impossible to bridge the river there were it not for the facilities offered for the placing of the piers and abutments on the boulders and islands obstructing the river, for they will all be placed on the solid rock underpington of Nature. ning of Nature.

To appreciate the beauty and grandeur of the falls of Cellio they must be
seen. The whole width of the river
from the falls to the opposite bank is
broken by rapids. In fact, on down
until the dalles of the Columbia and
Eng Eddy are passed the river is so
broken and obstructed as to present
nothing but rapids and whiripools,
islands and rocks. The incessant roar
of Cellio Falls partially drowns the
is stationed which lifts the tramears. broken and obstructed as to present laise treatlework is outlet of the morth telands and rocks. The incessant roar bank, and at the end a huge derrick of Cellio Falls partially drowns the is stationed which lifts the tramears, noises of blasting, the crushing rock filled with the concrete mixture from and the cogines that are moving all the machinery employed in the construction | dumping into the wooden forms for the work and for an instant, the vastness of piers. The south trestle is very much these undertakings by man is forgotten. Shorter, stopping before it reaches the The Tumwater Falls are distinct in canal, but a huge derrick here is perevery way from the Palls of Cellio. forming the same service that it does. Soon after his discharge he came to They are several rods down the river on the north side. Hundreds and Portland and engaged in active business. from the big falls and are, seemingly, hundreds of tens of cement are being was on the police force of the city, serv-

Just below these falls is seen the

Just below these falls is seen the wooden trestle falsework of the Oregon Trunk bridge with the tramways and cars for the hauling of materials for building the piers on this side. The treatlework here is only a few rods in length, but from the opposite bank it extends nearly across on the rocks. This bridge is the terminal of the Oregon This bridge is the terminal of the Oregon Trunk, and Porter Bros, who have constructed the line up the Deschutes River into Central Oregons and whose offices the past year and a half have been in The Dalles, have the contract for its bullding. The contract for the ateel work of the bridge has been awarded, but the names not made pub-

Ghost of Indian Village Seen.

Seen from the south side, the opposite bank of the river where the bridge terminates and the tar paper shacks used by the laborers are built, these sharks seem not so very different from the old, broken, weather-beaten wooden sharties of the aucient Indian village of Tumwater that occupies, the site. There will be a slight curve in the bridge to the east, as it crosses the river until solid ground on the auch Cellio has always been one of the mess attractive of the many scenic spots along the Columbia, because of the bautiful falls of Cellio and Tumwater, which are just below the village, and, indeed, if it were not for these obtained in the class of the side is reached when the roudbed makes a decided curve in to the foot of the bluff, which brings the hills down to the water's edge from here to the Deschutes is the class as the crosses the side is reached when the roudbed makes a decided curve in to the foot of the start that the side is reached when the roudbed makes a decided curve in to the foot of the start that the side is reached when the roudbed makes a decided curve in to the foot of the bluff, which brings the hills down to the water's edge from here to the Deschute the side is reached when the roudbed makes a decided curve in to the foot of the bluff, which brings the hills down to the water's edge from here to the Deschute the water the

run nearer the river. The bridge will be about 2000 feet in length, there will be 29 piers and three abutments. It will be 50 feet above low water of the Columbia and because of the natural rock bases, on which the piers are built, there will be no underwater work. The piers are being built. water work. The piers are being built of concrete, the ends reinforced by nowe stones to resist the action of ice and water. The longest span will be 320 feet over the channel of the river. The second span, from the south approach, is where the O. R. & N. road passes under the bridge. These will be a 120 feet to bridge.

and rock crushers are at work all the time preparing rock for use in the work. It is expected that the bridge will be ready for use in a year and a will be ready for half from now.

Portage Road May Be Permanent.

The State Portage road, which has been built to haul freight from the Upper Columbia to Big Eddy and is now being completed to The Dalles, terminates at inclines and a dock just above the station at Cellio, on the river's edge, and it is now rumored that the Hill interests plan to gain possession of this strip of roadway as quickly as possible and thus get a right of way into The Dalles. This might account for the substantial manner in which the road is being built. For it will be used for the hauling of river freight only until the canal is done, and that is to be completed in the next five years.

The canal is finished for more than a haif mile down the river, from where it begins just above the Falls of Cellio, and this part, which is being built by contract work is being pushed as rapidly as possible. The work at Big Eddy and at a point between the two terminals is well under way. This work means digging a channel wide enough for steamboats to pass down enough for steamboats to pass down the river in the solid rock, or build-ing a channel from stone and concrete for the eight and one-half miles required to pass the falls and rocks in the river to smooth water below. In either case it is an engineering feat of no mean undertaking.

MEMORIAL TRIBUTE GIVEN

George Wright Post Mourns Loss of Henry S. Allen.

Headquarters George Wright Post, No. 1. Department of Oregon, G. A. R., Portland, Or., Nov. 25. - Again the members of George Wright Post are called upon to mourn the loss of a worthy comrade in the death of henry S. Allen. who passed away November 17, 1919, at his home near La Grande in this state. Comrade allen was a native of Ohio, from which he emigrated to California'

from which he emigrated to California at the age of 19, attracted thither by the discovery of gold. He entered the militury service at the time of the Civil War by enlisting as a private September 12, 1881, in Company B. Fourth California infantry, and was discharged as commissary sergeant of his regiment November 30, 1885.

Soon after his discharge he came to Portland and engaged in active business.

ng one year as Captain of Police, and in 1859 was appointed school clerk of school district No. 1, and re-appointed from year to year. He resigned in 1869 on account of age, after 29 years of con-tinuous, faithful and efficient service in

tinuous, faithful and efficient service in that capacity.
Comrade Alien became a member of George Wright Post, Grand Army of the Republic, Februsry 29, 1891, and remained a member until the time of his death. He held the office of quarter-master from November 15, 1895, to December II, 1896; was quartermaster sergeant in 1897; served as one of the hall directors for several years; was elected a number of jimes representive to the department encampment and to the National encampment, and was faithful, consejentious and intelligent in the dis-National encampment, and was faithful, consejentious and intelligent in the discharge of every duty devolving upon him. In token of the esteem and affection in which he was held by his comrades of George Wright Post, it is directed that this memorial be entered in full in the records of the post, and a copy be forwarded to the relatives of our late comrade. A. W. MILLS, Commander. Attest: Al C. Sloan, Adjutant.

NAME CANNOT BE USED

REPUBLICAN CENTRAL COMMIT-TEE WON'T FIGHT BOURNE.

County Committeemen to Investigate Report That Member Is Using Name in Campaign.

The report that Roy Apperson, secretary of the Republican County Central Committee, has been soliciting funds from business men to defeat Senator Bourne for re-election to the United States Senate two years hence and using the name of the central committee and his office to assist in collecting the funds, will be investigated by the committee at a special committee this week John F. Logan, chairman of the committee, said yesterday that such conduct would not be tolerated on the part of any officer or member of the committee. Mr. Logan contin-"The county central committee was

reorganized this Fall with the understanding that no member or officer should use the name of the committee. should use the name of the committee in the interests or against the interests of any candidate for office. Fersonally, I am as strangly opposed to Senstor Bourne as any man, but the central committee shall not be used to defeat him. To help or injure a candidate for office is not the purpose of the central committee, and any attempt to use the committee, and any attempt to use the committee for such purpose will not be telerated. I propose to call a meeting of the whole committee this week and settle this matter. This committee is elected for two years and the mittee is elected for two years and the law provides that committeemen who reside within the limits of an incorpo-rated city shall act as the city central committee. We have a municipal cam-paign coming on within a few months and shall not allow any member to detract from the efficiency or purpose of the committee by his personal de-sire to have a certain candidate elected or defeated. or defeated.

or defeated.

"The county central committee is a party affair, does not represent any one candidate or set of candidates, nor shall it be used for such purposes. We shall settle this matter immediately and it will be settled in such manner that no new will again attention to the content of one will again attempt to misuse the county central committee."

CAR PATRONS COMPLAIN

Allegation Made. VANCOUVER, Wash. Nov. 26.—(Special.)—Vancouver people complain that streetcar service between Vancouver

Portland-Vancouver Service Bad. Is

and Portland is growing worse instead of better. Conductors say there is too much time lost in getting over the drawbridges and through the husi-ness streets of Portland; that there are too many cars on Union avenue, and Woodlawn passengers crowd into Van-couver cars, forcing Vancouver passengers to stand until the Portland passengers get off.
One conductor said that one way to

remedy this would be to collect the full fare of 10 cents to the Oregon ferry landing at the time the passenger entered the car, instead of taking up one fare on entering and another on the trestle, after the city limits are passed. This, in the opinion of the car company employe, would keep the Woodlawn people out of Vancouver cars. It now takes from one to three hours to go from Vancouver to Port-land, or from Portland to Vancouver,

owing to the congestion of traffic.

This condition, it is argued, keeps many people in each city from visiting the other city. Only those who are forced to make the trip do so, and then much against their will. The usual time it should take to go from one city to the other is 40 minutes. Mayor Kiggins and G. B. Stener and W. B. Du Bols, Councilmen, appointed

by the Vancouver City Council to pro-test to the Portland Railway, Light & Power Company, went to Portland to-day, and had a conference with Mr. Cooper traffic manager, who promises some relief. According to the commit. tee, the company promised to put on a no-stop Woodlawn car, to run just shead of the Vancouver car, until Woodlawn station is reached. In ad-dition to the Woodlawn extra, a St. Johns and a Union avenue tripper are promised to relieve the congestion of

the Vancouver car.
After the Broadway bridge is completed, the streetcar company says, conditions will be relieved on Burnside street, and cars may be able to make 36-minute runk, but Vancouver people do not desire to wait until that future date to secure relief.

The train crews are not to blame and do what they can to make travel-ing pleasant, but this does not help much when it comes to crowding 100 people into one car with scats for 50 or less, and to taking two hours to make a 49-minute run. If a person in Vancouver desires to go to the show in Portland in the evening, he must necessarily start at 6:10 in the evening to reach the theater on time.
It has been suggested that the Van-

couver-Portland terminal be made at Union avenue and Burnside street, and then cars could make trips every 30 minutes, but passengers would have to transfer over the bridge on Burnside street. But even this would be preferable to taking such a long time to make the trip as it now requires. Switches are now in, and the Vancouver car could run into the city on Union avenue, turn east on Holladay, down Grand to Burnside, and down Burnside to Union avenue and out on that thoroughfare, transferring pas-sengers on any car going over the Burnside bridge, at Burnside and Union

PERSONAL MENTION.

Mr. and Mrs. A. H. Eilers' have left for the family ranch in Southern Cali-fornia.

Dr. and Mrs. G. C. Eshelman are lo cated at "Granby Court." Spokane for several weeks and during their ab-sence from the city Mrs. C. McDaniels will occupy their home at 321 Jessup



spokane, and their daughters, saucer and Dorothy, visited Mrs. Durham's brother, A. L. MacLeod. 752 Weldler atreet, last week. They were on their way to California to spend the Winter. Mr. Durham for more than 20 years was managing editor of the Spokes-

man.Review.

E. S. Larsen, Jr., of the United States Geological Survey, Washington, D. C., and bride, daugnier of Representative S. C. Smith, of Bakersfield, Cal., are visiting with his parents, Mr. and Mrs. E. S. Larsen, of Oregon City. Mr. Larsen is a mative Oregonian. After completing his preparatory studies in Portland be received his degree of mining engineer and geologist at the University of Callfornia. Mr. and Mrs. Larsen will make their home in Washington, D. C.

Two More Rest Days Needed.

Pittsburg Gazette-Times.

Switzerland is to invife the nations to a conference on the subject of improving the calendar. One needed reform would seem to be the introduction of a day of rest after Thanksgiving and Christmas.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Nov. 26 — Maximum temperature, 45 degrees; minimum, 36 degrees. River reading at 8 A. M. 8.8 feet; change in last 24 hours, 0.8 feet felt. Total rainfall since September 1, 1910, 11.45 inches; normal rainfall since September 1, 1910, 11.65 inches; excess of rainfall since September 1, 198 inches; excess of rainfall since September 1, 1910, 9.37 inch. Total sunshine November 25, bours; possible sunshine, 9 hours, Barometer (reduced to sea-level) at 5 P. M., 20.85 inches.

THE WEATHER.

| STATIONS. | - Jeffiby - | hours, | 200 1000 | Seattle of | Weaths | |
|---------------|-------------|--------|----------|------------|----------------|----|
| Boise | 24 | 0.00 | 14 | BE | Clear | ľ |
| Roston | 4.4 | 10.00 | 118 | XX | Clear | ŀ |
| Calgary | 20 | 10.01 | 104 | SE | Cloudy | l |
| Chicago | | 0.00 | 1.9 | | Precloudy | ŀ |
| Denver | 42 | 9.00 | ほか | | Cloudy | ı |
| Don Moines | - 54 | 0.00 | 8 | 15 | Cloudy | Į. |
| Duluth | | 0.00 | | | Cloudy 1 | Ü |
| Eureku | N# | 0.00 | 1.0 | SE | Cloudy | ľ |
| Galveston | | 0.09 | 12.77 | (F) | Prefoudy | ŀ |
| Helotia | | 0.04 | | SW | Clear | П |
| Jacksonville | | 9-99 | | 182 | Clear | ľ |
| Kansus City | | | 1.2 | 8 | Clear | |
| Montreal | | 0.00 | | | Pt cloudy | |
| New Orleans | | 0.00 | 10 | N.E. | Caluar. | P |
| New York | | 0.09 | | NW | Closr | |
| North Head | | 0.00 | 1.0 | E | Cloudy | |
| Phoenix | | 0.08 | - 9 | 8W | Clear | |
| Poentello | | 0-05 | υž | 8 | Clear | |
| Portland, Or | | 0.00 | | E | Cloudy | |
| Roseburg | | 8.00 | 16 | 8 | Clouds | |
| Sacramento | | 0.00 | - 3 | N | Cloudy Ruin | |
| St. Louis | | 0.41 | 3.4 | SE | Cloude | |
| St. Paul | | 0-00 | 턚 | NW | Clear | |
| Salt Lake | | 0.01 | 1.7 | W. | Clear | |
| San Diego | | 0.02 | 12.5 | W | Pt cloudy | |
| San Francisco | | 0.00 | | E | Cloudy | |
| Spokane | | 0.01 | 12 | P | Cloudy | |
| Tavoma | | 6.00 | | SW | Clear | |
| Walla Walla | | 0.00 | | | Clear | |
| Washington | | 8 -422 | | NE | Snow | |
| Murshfield | | 0.00 | | SW | Cloudy | |
| State Service | 34 | 0.00 | | 56 | Cloudy | |

WEATHER CONDITIONS There has been a marked decrease ressure along the Oregon-Washington coas

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"I know of scores of women who after following my suggestions, have enjoyed what they never before be-lieved possible, a bust development of 6 to 7 inches inside of four to six

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Mr. and Mrs. Nelson W. Durham, of Suite 1811 1024 Byron St., Chicago, Ill.

showing the rapid approach of a storm, and storm warnings have been ordered displayed from Marshfiel to the Strait of Fuca. Light precipitation has occurred at Takoma. In Western Canada, North Danota, Utah, Colorado, Arizona, Missouri and New York The weather is unseasonably warm over the greater parties of the Mississippi Valles, but over the remainder of the country temperatures are generally below the normal. In Southern idaho temperatures are 12 degrees below the normal for this scason of the year.

on the normal for this season of the season

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