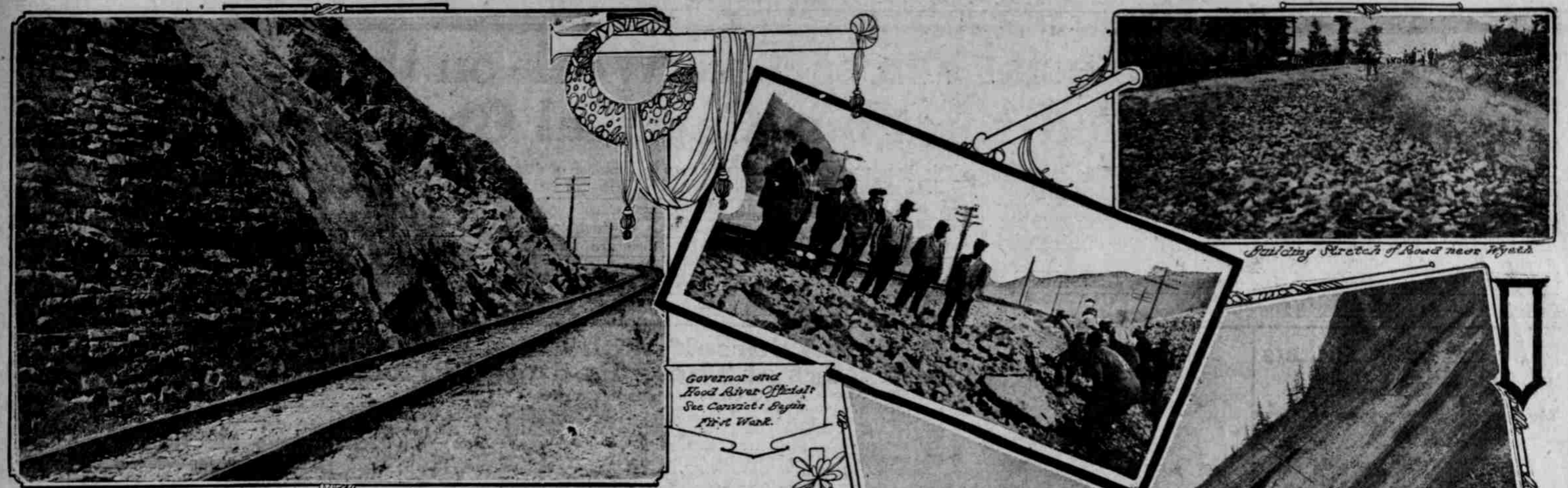


CONVICTS BEGIN WORK ON SCENIC ROAD AROUND SHELL ROCK

Barrier, Which Has Long Been Impassable to Wagons or Automobiles, Is to Be Removed in Building the New Columbia River Highway Connecting Hood River and Multnomah Counties.



Point where Road Must Pass through Cut of Solid Rock.

HOOD RIVER, Or., June 1.—(Special.)—Because it was the initial work done on the new Columbia River highway around Shell Rock Mountain, which has long been an impassable barrier to a wagon or automobile on the road connecting Hood River and Multnomah counties, the beginning made by the convicts at Camp Benson on the west end of the towering mass of sliding stones Thursday afternoon will be historic. The slogan of the citizens of Hood River County, who are eager to see the completion of the scenic highway, is "Make the route to Portland from Hood River possible as soon as possible." A few local men have been using their efforts toward securing the highway for the past three years. C. K. Marshall and W. L. Clark have spent their time and money in making personal inspections of the route and in securing data for the right of way of the proposed route. The local business men as a whole and a majority of valley orchardists have become greatly interested in the road since the beginning of the year and are lending it their support.

The convicts who have been at Camp Benson, named for S. Benson, the donor of the \$10,000 fund to be used in the Shell Rock construction during the coming year, began their task without ceremony Thursday afternoon. The crew has been at the scene of operations for three weeks, awaiting an agreement between the O-W. R. & N. and the county. With the exception of a dispute relative to a point at the east end of the mountain, where a solid rock overhangs the railroad right of way, and as to liability for damages that may be sustained by passengers over the railroad and travelers using the highway around Shell Rock, the county officials and the railroad have come to terms. These details remain unsettled. However, it was thought advisable to begin work at once and settle the disputed matters later.

Road Will Parallel Railway.
The route of the way around Shell Rock Mountain will parallel the railroad track. A plan was proposed whereby the railroad would move its tracks over the water of the Columbia by means of a trestle. However, because of the depth of the water at this point and the necessary expense that



At Foot of Shell Rock, where Columbia Road will Pass.



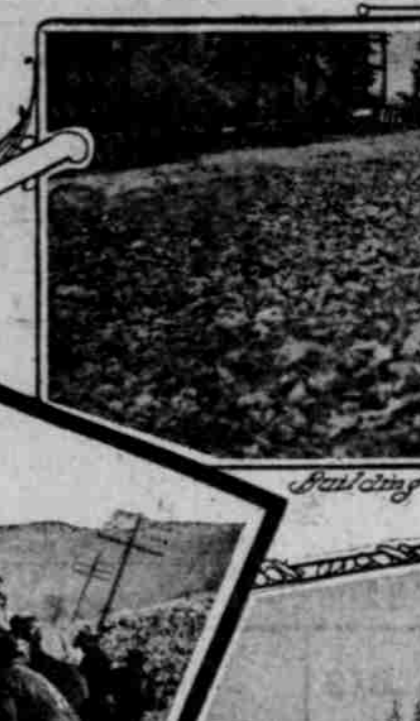
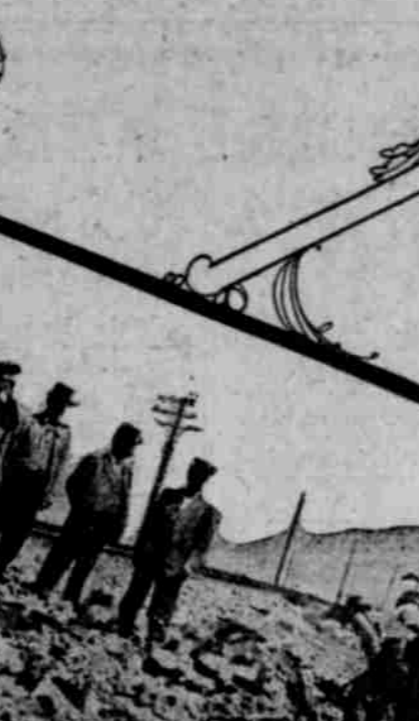
At Foot of Shell Rock, where Columbia Road will Pass. (Caption for the photograph below)



Governor and Hood River Officials See Convicts Begin First Work.



Setting First Grade Stake.



Building Stretch of Road near Hyatt.

West End of Shell Rock Mountain.

was entailed for the work, the railroad company refused to concede this point. The river a few feet from the bank here is said to be 125 feet deep. Several years ago a carload of rails was overturned at this point and dumped into the river. A diver who was secured to reclaim the lost rails declared that the stream had cut far into the side of the cliff, and the railroad was built on a jutting cliff.

Shell Rock Mountain is declared by scientists to be a glacial moraine. The heap of loose stones, which in the winter time, when covered by snow, is a source of great annoyance to the railroad company, as it covers the tracks with slides, is said to be the blanket over tons of ice.

Although it is known to but few people, the state attempted more than a quarter of a century ago to build a road across the Cascades by the Columbia River route, and was thwarted by Shell Rock Mountain. Indeed, the road was completed as far as Herman Creek, beyond Bonneville. The retaining walls of the old highway may be seen today, on the side of the mountain, several hundred feet above the right of way of the railroad track. However, it was a difficult pass, and slides of the loose stones have de-

stroyed all traces of it in some places. At the west end of the mountain and on the other side the railroad company has made use of the old right of way. Where the old road still remains intact it would be passable were the bushes that have sprung up in the roadbed during the last 25 years cut away.

Pioneer Recalls First Work.
James Wallace, who came to this city with his parents in 1873 and who is now janitor of the Commercial Club, spent three years at work on the old State road, which was built under the supervision of the late John Marden, of The Dalles. "We began work on the top of the divide between the Mosier hills and this valley," said Mr. Wallace, "and for three years continued the construction of the highway. In that length of time the highway was completed to a point near Herman Creek, beyond Bonneville."

"The road was good around Shell Rock and I have driven around there many times. The road was used as a mail route between here and Boise, Idaho, before the railroad was built. When the railroad was constructed, the right of way of the road was used in all of the points difficult of passage. The removal of loose stones at Shell Rock caused slides which obliterated

the old road at the east end of the road.

Settlers Contribute Liberally.
The new road beyond the West Side of the mountain will use the old right of way of the railroad track for about half a mile and construction work here will be comparatively light. The Wyeth road district has available from a special road tax levied last year about \$7500, which is being expended by the district on a new highway to connect with the stretch of road around shell Rock. Although the Valley between Wyeth and Cascade Locks is sparsely settled, the citizens there are aiding the construction of the highway in every way possible. They voted the highest road tax in the county last year, and nearly every male citizen in the district has been busy working on the roads. While the special road tax struck the railroad, Western Union Telephone Company and the Pacific Telephone and Telegraph Company pretty hard, it laid a burden on the citizens, but they declare that they are willing to use more of their funds to see the road completed.

The construction in the Wyeth district, where Supervisor Hendricks is at work, is comparatively easy, for the route lies over a bed of loose stones and the only work of the men is in leveling and crowning the right of way, which will be covered later with an 18-inch layer of cinders.

MUTILATED BODY IN LOS ANGELES HARBOR IS CLAIMED BY SEVERAL

Kansas Children Get Box of California Fruit in Answer, to Pathetic Appeal to Chamber of Commerce—Millionaire Completes Jail Sentence for Speeding, Rides Home on Streetcar to Avoid Further Trouble.

LOS ANGELES, Cal., June 1.—(Special.)—The local police are mystified as to the identity of the man whose mutilated body was recently found in Los Angeles harbor. That the man is Bernard Rein, alleged bigamist and former automobile dealer of Detroit, is doubted by the detectives at work on the case, but Mrs. Frances Neal Rein, who had previously identified the body, declared this week, after another inspection, she was correct in her identification and said she would have the body buried at her expense.

On the other hand, C. W. Verden and his sister, Mrs. Viola Pandow, identified the body as that of their uncle, James W. Grundy, formerly a cabinet-maker of Kansas City. They said Grundy had been living with them since he came to California, several months ago. He went to San Pedro May 3 and stayed at the American Hotel until May 17, when he disappeared. They base their identification on the general appearance of the body and a scar on one ankle.

The police are endeavoring to locate a man named Herrick, who disappeared from Oakland some time ago. Detectives are inclined to the belief that the man is a suicide, basing this belief on the fact that the hands were loosely tied, as if merely to support the iron bar which was suspended from the cord. The injuries on the body striking the wharf or the rock piling.

Chief of Police Sebastian has renewed his efforts to have a police patrol boat provided for the harbor. Some weeks ago he applied for an appropriation for a boat. At that time it was suggested that should the city not care to expend the amount necessary for a new boat, one of the harbor tugs might be purchased and fitted out as police and fireboat combined. The matter is now under consideration.

in search of health, and the appeal from the youngsters would have some amiss had not C. L. Wilson, superintendent of exhibits opened the letter and responded by sending them a box of oranges from the groves of Redlands and Riverside millionaires. The letter from the children read:

"Lakeland, Mead County, Kan.—Dear Mr. Wiggins: We are four little children living out on the prairie of Western Kansas. We only have half a dugout for a home, with just a dirt floor, and as papa just came here last Fall, we haven't got a start yet, and when it rains our house leaks awful. Last winter we nearly starved and froze as well.

A neighbor gave us some pretty magazines and we saw the pictures of California and the fruit that grows there. Then we saw your picture, and read about you, and it said you was born in Missouri. We came from Missouri. Mama was born in Scotland County there.

"You can make us the happiest children in the world if you will send us a box of fruit at Englewood station, Kansas. That is our nearest railroad. We will love you always for your kindness."

As a friendly test case, to determine if girls in charge of branch offices for laundries come under the laundry-workers' section of the state labor laws for women, B. H. Ward was taken into University police court this week by Henry H. Lyons, of the state labor bureau.

Ward is charged with employing Mary A. Cooper in a branch office for receiving and delivering laundry for a longer period than eight hours a day. In order to get an early decision from a higher court, Ward pleaded not guilty and refused to give bail. He then waited in the courtroom while his attorneys took the matter to the Superior Court on habeas corpus proceedings, which will come up early next week.

Ward's attorney argues that the girls in charge of the branch offices are not laundry workers as meant in the state laws, and that the eight-hour law does not cover their employment.

When George Petteerman, millionaire ranchman and realty dealer, completed

SOCIAL INEQUALITY AS AID TO CIVILIZATION

Writer Declares That Without Incentive of Class Position, or Even of Wealth, Human Industry and Progress Would Die.

BY MADISON C. PETERSEN.

A TRAVELER met an old dandy, whose poor, starved mule drew a heavy load. Tied between the shafts, two feet beyond the mule's head, was a fine bunch of green grass. The traveler asked:

"Why have you put that grass where the mule can't reach it?"
"The old dandy laughed and said:
"Boss, dat bunch of grass am an incentive!"
"A what?" asked the traveler.
"In incentive," replied the dandy.
"What's an incentive?"
"Why, boss, an incentive am something pokin' ahead an' mighty well worth walkin' for, boss; dat grass am an incentive of dat 'ere mule. It looks mighty good to him, like as if he walk far enough he gets it, but if I gif it to him now, he'd forget it and plim sudden stop walkin'." I know dat mule, boss!"

It is the same in life, and the dandy's philosophy applies with equal force to men as to mules. The whole tendency of society is to improvement in knowledge, virtue and happiness. Many evils attendant upon our social state are to be gradually ameliorated. The increasing attention paid to political economy is a hopeful sign of our times. The poor man will still be found in every community, because riches and poverty are relative terms and indicate no absolute condition. I look forward to a state of society in which a man will be called poor, not because he is destitute of the means of a comfortable subsistence for himself, his wife and children, but poor simply by contrast with his neighbor, who has been endowed with firmer health or a more active body and a more enterprising mind, or who has enjoyed more favorable opportunities for the exercise of his powers, or because these blessings have been bestowed upon his parents, and he has justly inherited the fruits of their successful labors.

Equality Only Among Heathens.
But why should not inequalities among men as to outward condition be removed. As we are all members of one family, why may we not hope that the human race will, in the process of time, be prepared for an equal distribu-

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