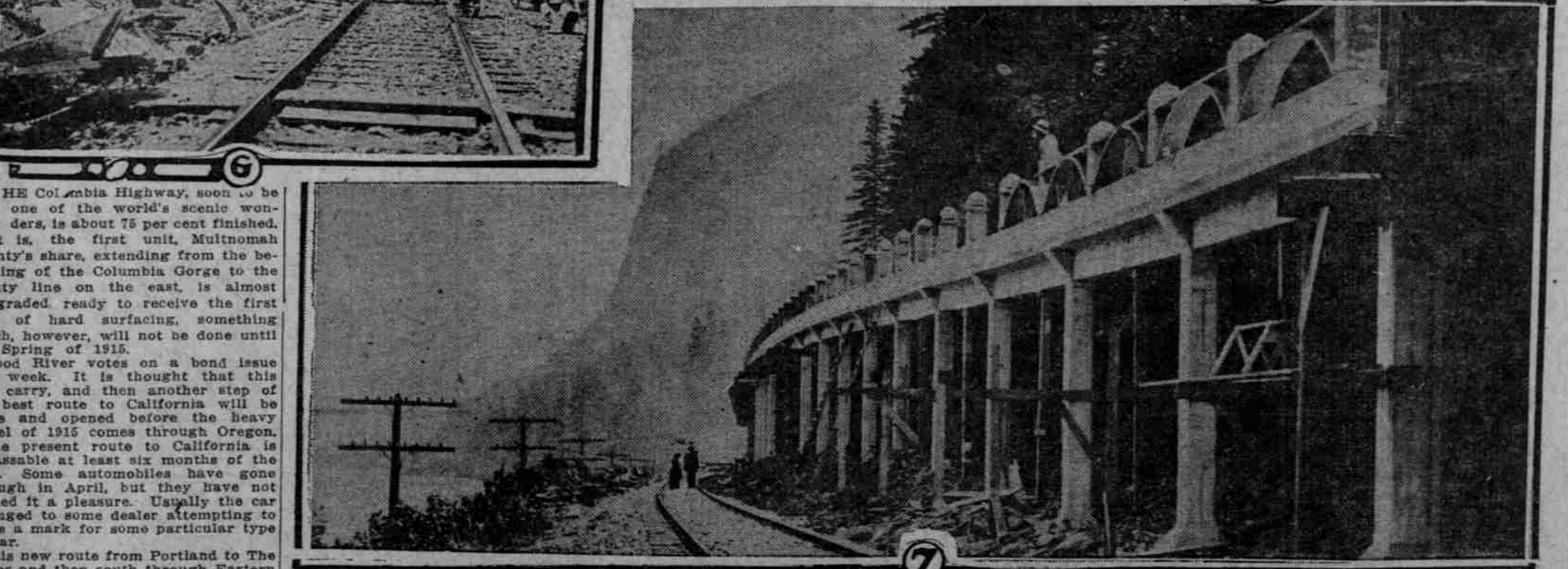
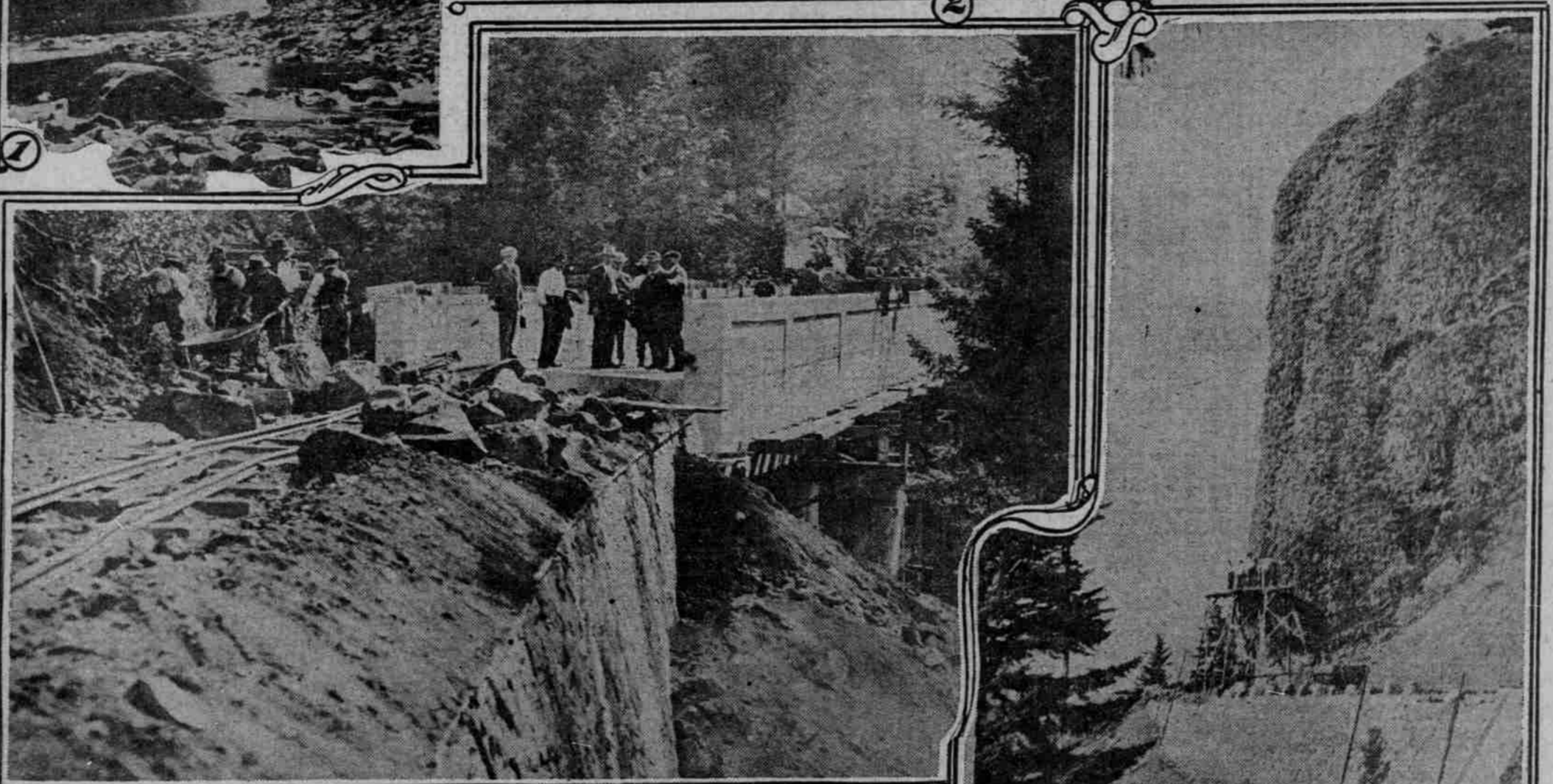
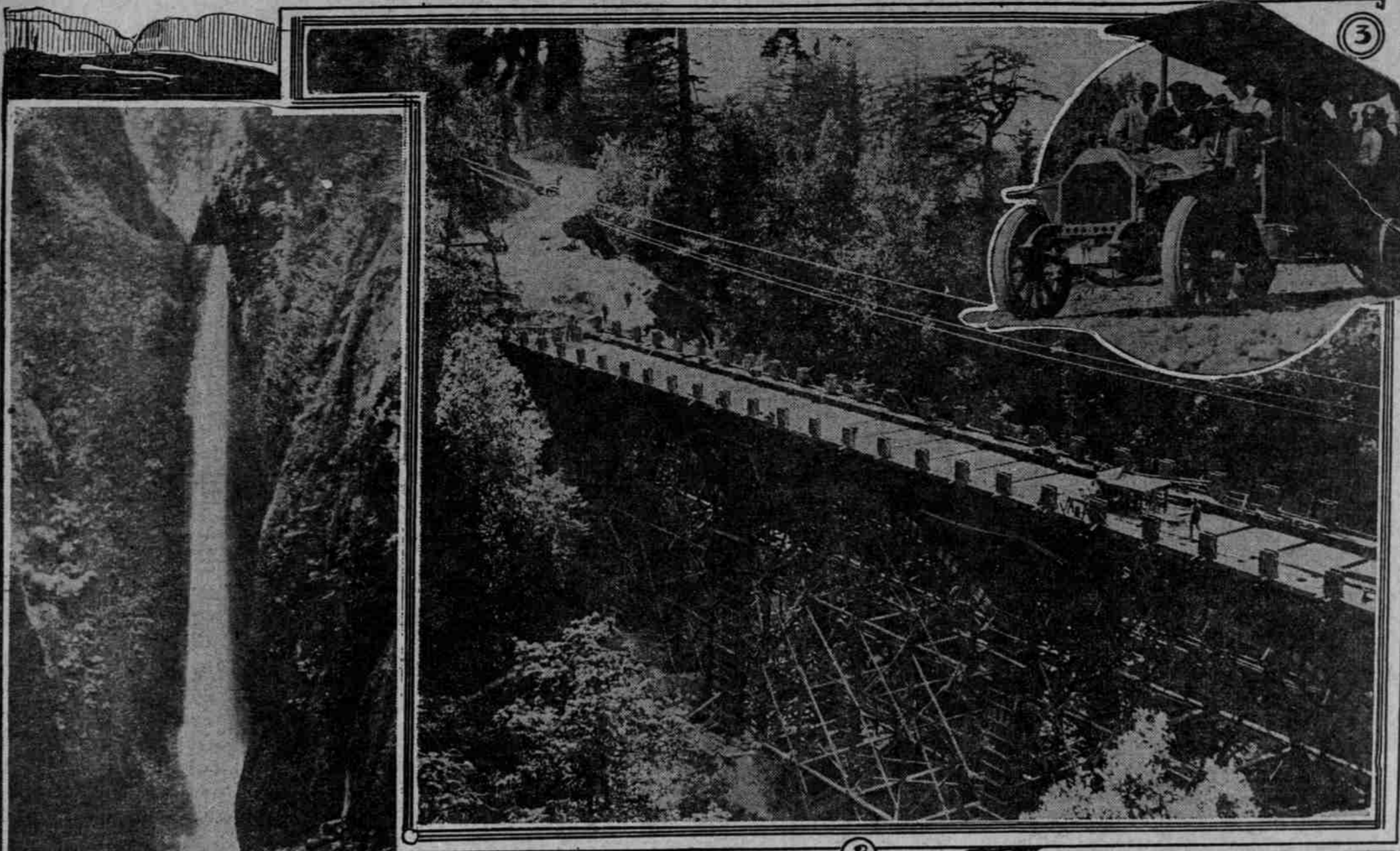


WONDERS OF SCENIC COLUMBIA HIGHWAY ARE BECOMING MORE APPARENT AS WORK OF BUILDERS NEARS COMPLETION

Magnificent Vistas Meet Eye of Traveler From Score of Vantage Points, Majestic Works of Nature Stand Guard at Every Turn and Masonry of Constructed Walls and Artistic Concrete Bridges Carry Out Idea of Strength, Dignity and Beauty—J. B. Yeon and S. Benson Win Praise of Fellow-Citizens for Efficiency and Patriotism.



1, ONEONTA FALLS. 2, THE BRIDGE AT LATOURELLE. 3, THE TRUCK CARRYING THE INSPECTION PARTY OVER THE ROCKY SURFACE OF THE INCOMPLETED ROAD. 4, ONE OF THE SMALLER CONCRETE BRIDGES. 5, NICKING THE ROCK OF THOR'S HEIGHTS FOR ROAD ROOM. 6, BUILDING THE ROADWAY ALONG THE RAILROAD, ELIMINATING A CROSSING. 7, ANOTHER VIEW OF THE CONCRETE WAY.

THE Columbia Highway, soon to be one of the world's scenic wonders, is about 75 per cent finished. That is, the first unit, Multnomah County's share, extending from the beginning of the Columbia Gorge to the county line on the east, is almost all graded, ready to receive the first coat of hard surfacing, something which, however, will not be done until the Spring of 1915.

of several to be equally well appointed. The road itself is now in such shape that the work can be full appreciated. It is a road of marvels from the east-end and eastern parts of the county road.

The work at present is at three sections, principally, the western, the middle end and eastern parts of the county road.

On the western end the work now is fairly light. About half a mile from the end a big rock wall remains to be leveled, but four or five big blasts and the consequent removal of the debris will leave the road open for two miles further.

Half way down the face of the Columbia Gorge a big steam shovel, the only piece of machinery on the job, has another month's cutting through soft sand.

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lumbia Gorge a big steam shovel, the only piece of machinery on the job, has another month's cutting through soft sand.

The last piece of work to be finished in this stretch will be the bridge over the deep ravine just east of Thor's Heights. This, like all other bridges along the road, will be of concrete. These take a little longer to construct and cost more, but are economical and will be in keeping with the general beauty of the road.

Concrete Bridges Preferred.
According to Amos Benson, they will last forever, while the steel bridge will demand attention all the time and will last but a comparatively short time.

The bridge at Thor's Heights will be supported by none, from an engineering standpoint. It will be 100 feet above the bed of the gorge, with no supporting columns. The entire weight being borne by a single concrete arch anchored in the rock cliff on both sides. From this span the Columbia can be viewed for many miles in both directions.

Just when the inspection party was crossing the sun was low in the west and the Columbia looked like a stream of molten metal.

Just along this stretch is some of the heaviest work of the entire road. A thousand feet further east the road hangs on the face of a cliff, the base of Thor's Heights.

Cement Gravel Hampers Work.
Here the workmen have a scaffold and are cutting away the road width from solid rock. Beyond this begins the descent to Latourelle. The road is finished in places, while in others the workmen are struggling with cement gravel, which offers as much resistance as solid rock.

Smaller bridges, all of concrete, are nearing completion. The biggest span of concrete on the road is at Latourelle.

It is a three-span bridge with steel reinforcing. When completed it will be one of the finest pieces of concrete construction in the Northwest.

At Latourelle the road comes close to the railroad tracks and from there to Oneonta is never far away. Through all this part, the heaviest work is done.

One of the wonderful parts along this stretch is the stone masonry built by experts brought from Italy for this particular job. One of these men has been building such stone walls for 30 years.

Just east of Gordon Falls the road is down along the railroad. Here again the builders have worked out a beautiful plan of preserving the beauty. It is a hanging road of concrete, following low on the mountain side and anchored with concrete pillars. The road could not have been cut into the hillside here because of gravel slides which would cover it constantly.

The rail along all these bridges is of the same construction and design. A massive style, in keeping with the great out-of-doors, has been utilized exclusively.

Oneonta Gorge will be completed in two weeks. The men in charge would like to make the Oneonta Gorge more accessible and are talking of building a hanging stage of steel over the turbulent waters which kept all but a photographer for The Oregonian from seeing the Falls Thursday, when the Portland party went over the road.

To undergo inoculation with typhoid prophylactic will be the duty of the members of the Fifth Company, Coast Artillery Corps, Oregon National Guard, of this city, next Tuesday evening, Colonel H. Ellis, of this city, for many years connected with the medical department of the Oregon National Guard, will have charge of the inoculation.

Notice!

During the present financial or business depression here, we are going to do something that we have never done before in any of our offices, and we hope we will never feel constrained to do so again—cut the price on alveolar work 20 per cent off our regular price—and a still bigger cut on other dental work. There is no catch-penny scheme about this. If you need dentistry and want the very best and classiest, here is your chance. Terms strictly cash. Most everybody in this state knows who we are and what our work is. "Exceptional in quality."

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