

The Oregon Daily Journal

C. S. Jackson

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SECURING AN OPEN RIVER.

The subject of an open Columbia River should be discussed in a spirit of fairness, but at the same time it may not be possible to discuss it without some sharp words. Were action by members of Congress and of the United States Senate always sincere, and were there real honesty of endeavor to secure federal aid, then might there be no necessity of doing aught but urge and wait.

But, we have urged, we have resolved, we have compiled figures, we have even implored, and, witness the past score and a half of years, we have waited. What are the results? With absolutely no argument against the project, the Columbia River has one canal that permits boats to pass the obstructions at Cascade Rapids, and that is all. The benefits of an open river have been granted the people who live within a scope of country 88 miles from Portland, and ending in The Dalles. The remainder of the great Inland Empire yet lacks recognition.

From day to day, come telegrams from Washington that tell of further conferences regarding the engineering features of the work. These conferences have become so familiar a thing that the people of Eastern Oregon and Washington are weary of their demanding, and nowadays manifest comparatively little interest in a project that would do so much for them that the benefits are well-nigh incalculable. The people east and northeast of The Dalles pay little heed to what is said and done by the United States Engineers. Those engineers have been instructed to delay progress in the planning. They have been told not to do anything but junket to this state and look wise and see that there is no progress towards results.

Does any one believe that the engineering phases of the open river are so difficult that they could not long ago have been settled? Is there so poor brain and so little skill in our federal corps of engineers that they are estopped by this task?

The truth is that something must be done, and done at once, to force action. Perhaps the construction of a portage road around the Celilo obstructions would force that action that has been awaited for so long time.

If there be doubt as to the correctness of these deductions from the logic of the situation, read the following comparative rates on traffic from Arlington to The Dalles, 54 miles, and from The Dalles to Portland, 88 miles:

Wheat—Arlington to The Dalles, 54 miles, 11½ cents per 100 pounds; The Dalles to Portland, 88 miles, 7½ cents per 100 pounds.

Wool—Arlington to The Dalles, 54 miles, \$1.06 per 100 pounds; The Dalles to Portland, 88 miles, 25 cents per 100 pounds; Portland to Boston, Mass., 5,500 miles, \$1 per 100 pounds.

Cattle, hogs and sheep—Arlington to The Dalles, 54 miles, \$24 per car; The Dalles to Portland, 88 miles, \$38 per car.

The four class rates are:

Arlington to The Dalles, 54 miles, 53 cents, 48 cents, 42 cents, 36 cents. The Dalles to Portland, 88 miles, 25 cents, 20 cents, 18 cents and 15 cents, respectively, showing 150 per cent more for an equal distance.

The freestible conclusion is that the delay in work on the open river has been delayed through the influence of the railroads and that the Representatives and Senators from the Northwest have consented to that delay because they owe some sort of allegiance to the railroads who secured their election. What other conclusion may be reached?

And what of the newspapers that seek to place obstructions in the way of remedial legislation? Is there not reason to deduce from their attitude the same conclusion that comes from the argument in the case of the Representatives and Senators in Congress? Indeed, the real obstructions to open traffic upon the Columbia River are not those that are constituted of rocks and rapids in the river itself. They are the selfish interests that are willing to sacrifice the good of an empire to the furtherance of their own ends.

The people of Oregon are tired of all of this quibbling. Every time a plan is proposed for relief, so often comes some one who appears to be solicitous for the welfare of the dear people, who talks wisely of the great need of an open river, but—this particular plan won't do. We must have another. So the matter rests, until some one else appears with an honest desire to do something, when the same objector arises in his place or takes his pen in hand to pick flaws in the plan. And the people say finally, let us rest from these wearying rounds of objection. Let the river flow on forever, with obstructions at Celilo that, once removed, would leave nothing as a bar to leveling the freight rates from a region that now pays tribute upon more than \$30,000,000 annual products.

There is not concert of action. There is no consistency in going about the work of securing action. Portland does not take hold of the matter with the firm grasp needed. We sit down and satisfy ourselves with petty complaints from time to time, and the result is no results.

The Journal proposes henceforth to charge collusion on the part of our Senators and Representatives, until evidence be adduced tending to prove to the contrary. We propose to accept the logical conclusion that has been forced upon us, and predicate further utterances upon that conclusion. Will our representatives in the Houses of Congress do something to justify another attack? Until they do, this paper will insist upon classing them with the willing implementers of railroad corporations who must obey the commands of their masters. If they wish to be erased from such a list, let them act.

NEEDED—BALANCE OF POLITICAL POWER.

Oregon has a paramount need—balance between the powers of the two political parties. This need perhaps transcends all others in importance. It is to be doubted whether it is not the duty of those in the minority party to subordinate all other issues, and, through all honorable means, work towards building up their party until it more nearly equals the opposition in numbers and influence.

Probably it was this consideration that induced the Democrats in the Legislature to refuse to follow the suggestions contained in the letter of Mr. C. E. S. Wood, who wrote to Mr. Charles Galloway, Democrat of the House, urging him and all Democrats to vote for Mr. T. T. Geer for United States Senator.

There was force in the suggestion of Mr. Wood. Yet it was felt by the Democratic leaders that to vote for any Republican would have been to disrupt the party organization, as it has been more or less disrupted every time its members in the Legislature have voted for Mr. Mitchell.

The position assumed by the Democratic minority in the Legislature upon the present status of the Mays law, is that it should be regarded identically as the vote in the Electoral College is regarded. Electors go to Washington and cast their votes for the presidential candidates for whom the people of their state voted in majority. The Republican electors vote for the Republican candidate, the Democratic electors for the Democratic candidate. There is no legal mandate for them to

do so. They could, if they chose, vote for whom they pleased, a Democratic elector for a Republican, a Republican for a Democrat. But so imperative a moral mandate has been set up that no elector dare vote other than as his people voted.

Let but this mandate be set up here, and the people of Oregon may solve the problem of electing United States Senators by popular vote. Respect the law at this time, say the Democrats in the Legislature, and then when the next state convention meet they may easily be forced to pledge themselves to abide by the Mays law nomination, and to make nominations under its provisions, as the Democrats did last June.

The present and the promised delay in electing a United States Senator, with all of its disastrous results, would be done away, were the Mays law respected and the two parties more evenly balanced in power. And the signs are mistaken if it be not true that the present ignoring of the Mays law is not going to assist in effecting the much desired balance between the two parties. There is running throughout Oregon a strong current that sets towards higher ground than that which has been occupied heretofore, and standing upon which politicians may not openly refuse to obey the people's will as expressed in the vote for United States Senator last June.

Representative Lessler of New York has secured action upon his demand for investigation into charges that corrupt means have been used to induce support for submarine boats in Congress. Lessler and a witness from the

BENEFIT TO STOCKMEN.

"A railroad into interior Oregon would benefit no class so much as the stockmen," said a prominent citizen yesterday. "Besides the high prices they are compelled to pay for their supplies, the long drive to the shipping points is very damaging to market cattle."

"Many stockmen have to drive as far as 150 miles and some drive even farther. The trail leads over a rough country, there are mountains to climb, and the distance between feed and water is often great so that they have to be rushed. It is claimed that the loss in weight sustained on this account is greater than the loss from shipments to long distances after the place of shipment is reached."

"Fine beef steers are started out on these fatiguing drives full of vigor, and fat and sleek as the proverbial butter ball, but by the time they trudge through the mud and storms of the early winter, and are driven until late at night and started out early again the following morning in order to reach another suitable stopping place, and this kept up for days over the entire journey, the effect is great. They become gaunt and sluggish, are too tired to eat and lost weight at a rapid rate. Their appearance is so changed that they do not truly represent the real Oregon production in the market, and thus a loss is sustained in many ways. The stockman is injured in loss of weight of the animals and the country loses in reputation as a stock producer."

"A railroad constructed into the interior of the state would relieve this defect very much. A railroad into the Prineville and Burns countries would change this condition very materially. The drives would be lessened at every point in that vast section. Besides Portland should be benefited by the building of a road from The Dalles into that section. It would bring the country nearer to us, would make Portland more of a distributing point, and it would be the entering wedge to the Oriental trade that must eventually come this way."

"The cost of supplies in that country is large at present. They are all freighted into the country, and the freights over rough roads in a six-horse wagon a distance of 175 miles which requires several days to make the trip, cost large sums not only as reasonable hire to the men who do the freighting, but in the way of damage to the goods. Freighting is usually begun early in the fall, but is not completed until long after winter sets in, and with nothing but wagon sheets to protect them, goods cannot be expected to reach their destination in as good condition as they would by rail."

"Many of the stockmen do their own freighting. They go to the expense of sending a wagon and team to the nearest railroad point in the fall of each year and haul out a year's supplies on one trip. They buy in bulk, and this lessens the cost to some extent, but the loss of time makes up for it, and besides, goods cannot be kept so fresh when purchased at such long intervals, with the means at hand on the average stock ranch, and where the summer days become extremely warm."

"There are those in that country who do not want a railroad. But this class is largely in the minority. They claim that their isolation protects them from tramps and competition in many lines and that the country is better off for it. Their argument is borne out by the fact that Eastern Oregon is one of the most prosperous sections of country in the United States. But this error probably comes in the fact that Eastern Oregon's resources are among the greatest in the country, and that if she had railroads and other advantages that are possessed by other portions of the state her prosperity would reach far greater scope."

"The leading citizens look at it this way, at least, and the stockmen and large property owners all desire a railroad, and when the opportunity is presented they will do their part toward its construction. If Portland is first to build she will not only receive their undivided aid, but she will be regarded as a great benefactor, and she will reap the benefits in the way of the lion's share of the trade of that country."

office of Superintendent of Elections in New York have alleged that an ex-Representative offered \$5,000 for a vote, \$1,000 to go to the witness and \$5,000 to Lessler. Newspaper men are to be subpoenaed and the investigation is to be thorough, say the Washington dispatches.

PROHIBITS REBATES.

Probably the new House bill in Congress strikes at the core of the trust question when it prohibits rebates and discriminations tending to destroy competition. For, beyond all doubt, the rebate is the strongest citadel of the trust, from which it has made war upon legitimate industry and built up the existing system of pillage.

The Standard Oil Company was made great through the principle of the rebate. John D. Rockefeller, founder of the Standard, discovered the advantages that would accrue from the rebate, from transportation lines, and secretly made arrangements with traffic agents to secure it for his then comparatively small concern. Rapidly the Standard Oil Company grew and strengthened in apparent defiance of all laws that govern honest production and distribution. It retained its lead against the most powerful opposition. No better organizing brain was back of its operations than were at command of other companies. Just so good executive ability was available by other concerns as went to the service of the Standard. But its advantage was in the securing of rebates on carrying charges. The schedule of rates was charged, and paid, but it was agreed that the Standard Oil Company receive back a per centage of the amount paid. Other companies paid the full sum of the tariff, and received back nothing. And no concern could stand in the face of such opposition.

It is alleged also that Andrew Carnegie, the iron king, effected the same arrangement with the railroad and steamer companies, and thus built up so wonderful a business and amassed so great a fortune. Others knew as much of how to make iron and steel from ore. Others were just as good organizers as was Mr. Carnegie. But, with the advantage of the rebate, they could not withstand his opposition, and he therefore became virtually the dictator of the iron and steel business.

To prevent the allowing of rebates by federal law, under the interstate rights of Congress, would be effectually to cripple the trusts. If the House bill do this, it will have done more than will be accomplished by mere statutes that prohibit in general the formation of trusts and combinations.

Representative Littlefield of Maine is in charge of the measure. He probably is as brave in his fighting as any member of the House, and his course in other recent contests warrants the hope that his present bill will receive consideration at the hands of Congress, or else some of the Senators and Representatives will be shown up as allied to the trusts against the earnest wishes of the people.

The Philippine coinage bill—to apply to the islands the standard laws of this country—was defeated in the national House Thursday in a vote of 146 to 128. The leaders of the House were thus routed decisively, a substitute bill being passed which provides that the lawful money of the United

States shall be a legal tender in the Philippines and declares the coinage laws of the United States to be in full force there. It provides for the redemption of the Mexican and Spanish silver, not including any Mexican pesos imported into the islands after March 15, 1903, at their bullion value as declared from time to time by the Philippine Commission, the silver coin authorized by the Philippine government act to be redeemed at the rate of two pesos for \$1 of United States currency. After six months no coin except that of the United States shall be legal tender.

Two Mexicans, Emeterio de la Garza, Jr., and Enrique C. Creel, have gone from the Mexican capital to Washington to confer with our government officials with reference to adopting the gold standard for that country. They come with credentials from their home government to study into financial conditions here. Garza is a member of the Mexican Congress, and Creel is a banker from Chihuahua.

The Journal will make no list of the Senators and Representatives who voted against the Lewis and Clark Fair appropriation. They are already lonesome enough, without branding their isolation by holding them up as slight obstacles in the pathway of the state's progress. Let them extract what consolation they may from the situation—seven members in a body 83 of which voted for the bill.

BEHIND THE SCENES.

(By K. K. K.)

"I had the greatest fun last night," he confessed. "I was invited over to the Baker Theater to see a play from behind the scenes. Do you know I was awfully surprised. I always supposed, when you were watching affairs from a point where you could see both sides it wouldn't be half so exciting, but it is."

"Why, in the last acts of 'For Fair Virginia,' where the officers were dashing in and out and scouts coming with blood-stained faces, I was as excited as I ever have been in front, even if I could see the thunder manufactured and the violent efforts of the stage hands in beating out the bullets. You'd think having the excited war party come off and off and quickly about where one was sitting, or helping Miss Edmond prepare her blood-stained bandage, would have spoiled instead of heightened the effect."

"The dressing rooms are built above one side of the stage and aren't half little places. They're just a large mirror, with a shelf below, on one wall, and hooks galore on the others for the various changes during the play. Miss Countess and Miss Rhodes have rooms of their own. Mr. Alton and Miss McNelly are together. Mrs. Gleason and Miss Edmond have a room opposite the Bernard family. Mr. Mower has a cosy corner of his own but the rest of the men double up."

"The make-up isn't any more elaborate than I can make out—do my self. Except of course they spread it on a thicker thicker. I was prepared for the darkened eyebrows and lashes, but the blue about the eyes was a surprise. I learned that the only difference between an adventures and a 'nice lady'—on the stage—is the color of her eyelids. So you see, it's always simple to tell the naughty lady when she first comes on if you focus your glasses. Look for the 'thick' or—"

"When we went down stairs at the overture call—by the way they have regular bells, three for the half hour, two for the quarter and one for the overture—there the pretty Southern scene set. I had a seat behind the second row of trees. Most of the entrances were on the other side but I watched Stephen Dunbar ride madly up on his prancing steed, dismount and make his entrance."

"In the other scenes a nice, open window made an ideal view point. The soldiers entered and exited from that side so the surroundings were quite natural."

"Do you know I never wondered particularly about lightning changes. If I ever troubled my head about them I supposed the actor went to his dressing room. Instead, one exit opens into a tiny closet and all the changes are made there. In the second act, you remember, Miss Edmond dons the faithful Zeb's clothes and carries the dispatches through the lines to her Northern brother."

"While a trifling bit of by-play goes on, the main action must be ready to come running into the room as Stephen Dunbar leaves it. In the third act her change from male attire to negligee has to be done almost as quickly. Zeb does some quick work in the same line. Really as ridiculous as that man looks running around the stage in his blanket after parting with his clothes, he is infinitely funnier when he gets off and is standing around waiting his cue."

"Yes, I walked across the stage before the curtain went up, and under it after it rolled skyward. I had to go across rather quickly once, but I didn't get caught as I remember one fellow was in Lohengrin."

"We were years ago when a much-heralded troupe came to Portland. The prima donna was fat—yes, just fat—and uninteresting, and the tenor a little chap who barely came to her shoulder. They could sing but that was about all. The man I spoke of was a little fellow who worked at odd jobs about town. He was engaged by the visiting company to stand in the background and help swell the chorus."

"Our party knew all about him, so while the firestone tenor was working the prima donna's arm like a pump-handle in the foreground, we took special delight in watching the little struggles. He was so evidently uncomfortable. His sword was always getting tangled in his feet. As the curtain went up for the last act, the poor man was caught on, and his violent efforts to vanish nearly extinguished us."

"But the other evening—did I see anything else? Of course, I did. Quantities of things. For one, I learned where the orchestra go when they push open those tantalizing trap doors and climb down, down. They have some smoldering roses arranged especially for them, under the stage."

"And I saw other things 'too numerous to mention,' as an author always says in ending when he wants to be aggravatingly secret."

SAME OLD STORY.

(Kansas City Star.)
(The Legislators are again saving the country.)

Same old country,
Same old bills;
Same old statesman,
Same old bills.

Bills for jolping off the clerks;
Bills to fine the man who works;
Bills to restrict the state,
Bills to cut insurance rate;
Bills to build the statehouse dome,
Bills to help 'em nearer home;
Bills to show a private graft,
Bills to show the statesman's craft;
Bills to aid the public schools,
Bills which only fool the fools.

Bills to make the bad be good,
Bills by which the patriarchy stood;
Bills to regulate the sun,
Bills to get 'em on the run;
Bills to make the lean grow fat,
Bills to show 'em where they're at;
Bills to regulate the trust,
Bills to govern men who "bust";
Bills to stop the sale of liquor,
Bills to help 'em get rich quicker;
Bills for cutting down expense,
Bills to make the bills immense;
Bills to check the flow of gold,
Bills to keep from growing old;
Bills to re-equip the pen,
Bills to stop a laying hen;
Bills to make a man vote right,
Bills to give the blind their sight;
Bills to stop the curse of fusion,
Bills to end all base collusion;
Bills to make new county lines,
Bills to stop the jointists' fines;
Bills to make the session longer,
Bills to make the salary stronger;
Bills for buncombe bills for doodle,
Bills 'gainst whittling 'Yankee Doodle';
Bills to burn and bills galore,
Bills like these and many more.

Same old country,
Same old bills;
Same old statesman,
Same old bills.

Latest Kyrielle Fad.
A society has been formed in Manchester, England, the members of which eschew the morning meal. The non-breakfasters contend that breakfast renders activity of both mind and body and is a fertile cause of indigestion, dyspepsia and like ailments.

OLD FORT WARNER.

By Paul D. Lacey.

The country lying about Old Fort Warner and the two Warner Lakes in Lake County, is one of the most historic in the state, so far as pioneer days and government forts are concerned. It was at this point that General Crook formed the basis of his operations against the Snake Indians and where he received the surrender of the notorious tribe. The stories of fort building and the old general's method of crossing Lake Warner with his command are no less interesting, and they at the same time illustrate the determined spirit of the renowned officer.

Camp Warner was first established on the east side of Lake Warner, but upon the arrival of General Crook from Boise City, he immediately moved across the lake and established a fort in the mountains on the west side. Old Fort Warner is now an isolated ranch many miles from any other habitation. The ranch house occupies the old parade ground, and a beautiful meadow spreads out in front and from this the stockman cuts enough hay annually to feed his band.

At first sight one would not recognize the evidences of the former days, but a little information and a further investigation one finds enough to convince one that it was really a fort, and there are many things to remind one of the old. An old rock chimney stands alone on the hillside near the ranch house. It shows awkward, but substantial construction. In front of the fireplace cut in this old chimney the foundation logs of the former building still remain. Then as one investigates farther, piles of rock are found here and there and the foundations of other buildings. These were the officers' quarters.

Where General Crook Lived.

The fact that only one chimney still remains is looked upon by the stockmen with a slight degree of superstition. They have come to admire this chimney, and should any one attempt to deface it, except to engrave one's name on it, there would be serious objection. The number of names cut into this hard rock indicates that many people have visited this remote point in the Oregon desert, many miles from railroads and even stage coaches. In fact, a mere trail leads to it.

This chimney was the one that conveyed the smoke from General Crook's quarters while he was stationed at Fort Warner. It seems remarkable to the stockmen that all of the others should fall and that this one should remain perfectly intact. They speak of it as a sort of monument to the brave old officer, and they would not have it fall for anything. If it should begin to totter or lean they would doubtless resort to props to keep it standing in memory of the great general.

Other Evidences.

But these are not the only evidences of the presence of the government's strong arm here 40 years ago. On the opposite side of the parade grounds from the officers' quarters were the stables of the command. Here may be found many things of interest, and many other things that were required to maintain those animals.

And about the grounds may be found old cooking utensils, broken sabers, officers' epaulets and other remnants of the equipments of the fort which were abandoned by the soldiers upon leaving it. The uniform initials, "U. S.," distinguish them from property formerly belonging to individuals. There are sadder evidences of the former days. Wooden headboards here and there lying about the ground tell in very dim letters of the death of this one and that who was a member of a certain company, while the posts that supported the fence around the little plat have fallen down and the rails have long since been hauled away.

The fort was abandoned in the first of the seventies after Gen. Crook had routed the Indians at Dunder and Blixen and they had come in and surrendered.

Location of the Fort.

The selection of the place was made in keeping with the government's care and judgment in such matters. The place is surrounded by mountains with only one outlet, and the whole face of the earth was covered with them. The enemy, and then one rapid firing gun could have defended the place against a thousand warriors. A large spring of pure water flowed out of the side of the mountain near the fort and this furnished a small waterworks which supplied the soldiers with all of the pure water that was needed. The mountains were covered with stately pines, and from this forest they secured timber to construct the government buildings, and wood for the fort. A small sawmill was set up in the mountains in those days and while some of the soldiers were fighting and scouting others were engaged in logging, sawing and carpentering.

Camp Warner.

Camp Warner, on the opposite side of the lake, was first headquarters of the command. The place was established contrary to government orders. A scouting party had been sent into the heart of the Indian country from Vancouver to select a site for the fort. This party was in charge of an experienced officer and he selected the point now known as old Fort Warner and a command then stationed at Boise City was ordered to go to the place and build a fort and suppress the Snake Indians who were then on the warpath.

The command reached Lake Warner and the discovery being made that the lake was many miles in length and that the country bordering its shores was rough and hazardous, the commanding officer decided that it would be best to establish camp on the shore of the lake. The person of his inactivity, or failure to bring the Indian trouble to a close, Gen. Crook was dispatched to the country to take command of the soldiers, and to organize the war.

When the noted general arrived at old Camp Warner with his plans of the fort and found that the command had never reached the right place he was indignant. "Why did you not proceed to the place named in the orders?" the general is said to have inquired. "We could not cross the lake," replied his predecessor.

He Found a Way.

Early next morning every soldier was placed in action. It was not a military engagement or an order of march. The place was surrounded by lava-rocks, in fact the whole face of the earth was covered with them. The general selected the narrowest point across the lake and ordered men to bring rock to the shore at this place. The carts and wagons belonging to the command were also brought into requisition. They were loaded with rock to their full capacity and were then backed up to the lake and the rocks dumped into the water. This was kept up until a foundation was made and a fill was started directly across the lake.

Men were placed on the fill as it proceeded to keep the rock straight and to see that they were properly placed, and in a few weeks the famous rock road across Lake Warner was completed. It is still there, and farmers occasionally cross the lake on it, though by its own weight all of these years it has sunk a row in the water, and the surface of the water is now level with the shore at this place. The carts and wagons belonging to the command were also brought into requisition. They were loaded with rock to their full capacity and were then backed up to the lake and the rocks dumped into the water. This was kept up until a foundation was made and a fill was started directly across the lake.

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