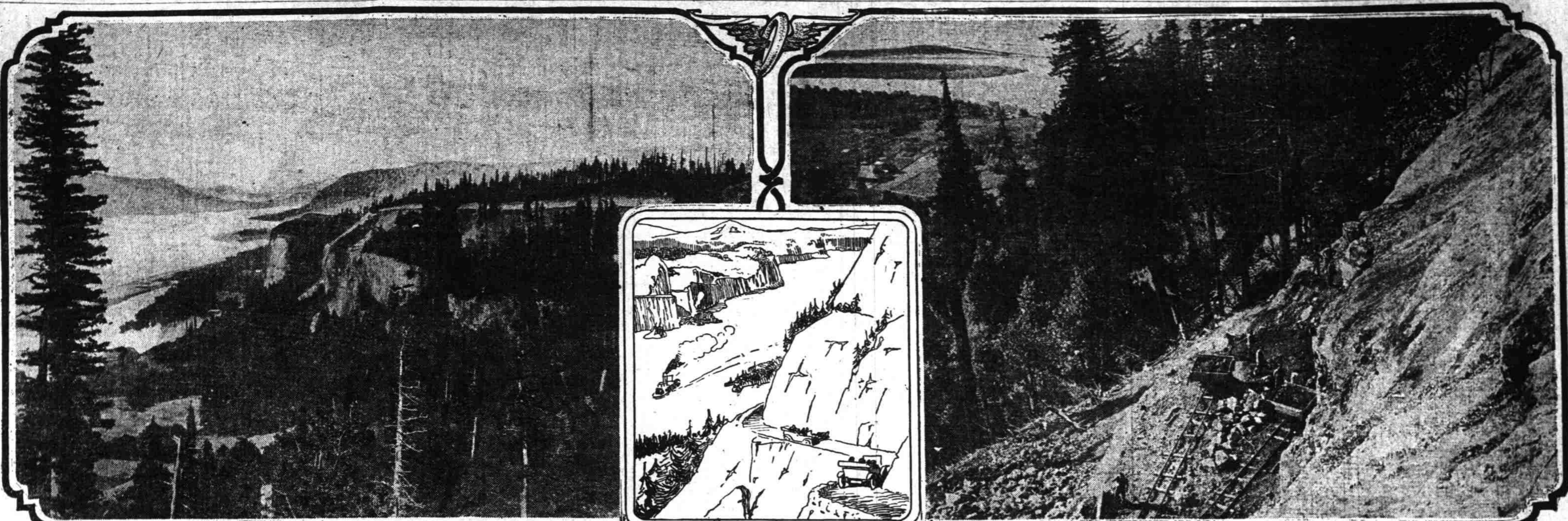


# THE COLUMBIA HIGHWAY TRAVERSES LAND OF SCENIC GRANDEUR



Two panoramic views on the upper Columbia river showing scenic region traversed by the new Columbia highway. At the left is a view east from the point occupied by Chanticleer Inn. On the right are shown the cliffs that form the south wall of the famous Gorge of the Columbia along the top of which the new highway is being built. At the right is shown a view northwest across the Columbia from a point above the line of the new highway, construction work on which is seen in the foreground.

By Fred Lockley.

A FEW days ago, as a guest of Samuel Hill, I was one of a party who made a trip by auto along the Columbia highway. Leaving Portland we traveled over smooth and well-graded roads to the Sandy river, and from here the road unrolled like a bright green ribbon, between emerald green fields to the eastward until we came to Chanticleer Inn. From the inn looking to the eastward we could see Thor's Heights, around which the new road winds by easy grades. Near Thor's Heights we left the machines and started foot of the new Columbia highway. From Thor's Heights one can look for miles both up and down the river. Below, to the westward, looking no larger than kittens, were two teams pulling a long net shoreward. Soon the men, looking no larger than mice at this distance, could be seen stooping down throwing the net into a receptacle on the shore.

To the eastward rose Beacon Rock, or Castle Rock, as it is now called. In the foreground below was a steamer moving slowly upstream. As we looked at the broad and tranquil river deserted by water craft with the exception of the one lone steamer, something was said by one of the party about the river being the rate equalizer and the shackle breaker of commerce. Mr. Hill, turning to one of the party who had recently come from Cologne, Germany, said: "Does it not seem strange with all the bulky freight we move, such as wheat and lumber, that the river is used so little? In your country—Germany—one can rarely look at the Rhine without seeing a boat with a line of barges in tow moving heavily from west to east."

The hillsides in Germany, no matter how rocky, are terraced and vineyards are planted in earth carried on baskets on men's shoulders. The day will come when what we now term our waste land along the Columbia's banks, will be terraced and devoted to the growing of grapes and fruit. We have not, and never will have the historic old castles that line the Rhine, but we have something that is equally beautiful—tunnels and castles and crags of nature's making.

All Is Activity.

Piloted by J. B. Yeon, the roadmaster, and accompanied by Samuel C. Lancaster and Major H. L. Bowditch, we walked along the line of the new highway. Everywhere was intelligent activity. In place of, as in the past, a succession of heavy grades and short curves, the new highway sweeps eastward at a maximum grade of five per cent in long easy curves. It is 24 feet in width, and in many places engineering problems have been worked out that can be seen on no other road. Where the steep bluffs come down almost to the water's edge, and the narrow margin along the river is occupied by the railroad tracks, an out-jutting and overhanging concrete roadway has been constructed. In other places rocks from far above, which have always been a menace to the railroads, have been rolled down and utilized to build embankments 15 and 20 feet high. The earth cut out from the hill has been used for the fill, making a solid and permanent roadway. Wherever a ravine is crossed great arches or culverts have been constructed large enough to take care of the earth and rock slides from above, as well as the sudden rush of waters caused by the Chinook winds. Camillo, an Italian, is the foreman of the rockwork construction. He learned his trade where they have walls that were built 2000 years ago, and are as good today as the day they were built. In places we came to graceful concrete arched bridges where beauty has not been sacrificed to strength, but both are combined to add to the scenic attractiveness of the drive. These arches are built so strongly that they will last for centuries. One problem has been solved in a very original and splendid manner. Concrete pillars were put down to bedrock, and bridges were built on the land above the pillars. No water may pass under the concrete bridge without injuring or shifting the roadway.

Yeon "The Big Boss."

Wherever we came to gangs of workmen they all had a smile and a nod for the "Big Boss." Johnnie Yeon, he is on the job all the time, and he has proven himself a splendid organizer. The county is getting value received for the money spent in the construction of the highway, and Mr. Yeon has imbued his men with his spirit of service. There are no frills to Johnnie Yeon. He is not on dress parade. He is working, not grandstanding. He is like a general out in the midst of a campaign in his undress uniform dressed like the rawest

"rookie." He is tanned and grimy and wears a brown woolen shirt, heavy shoes and khaki trousers. Work done for the public usually costs more than work done for private corporations or individuals, yet here we have the strange spectacle of the county breaking all records for cheapness of handling and moving dirt by the use of a large scraper mounted on broad skates and pulled by a steel cable operated by a donkey engine. Dirt is being moved at the rate of seven cents per cubic yard. As we stood there the foreman gave the signal and the heavy steel cable got under way. "The beauty of it is," said Mr. Yeon, "that there is no lost motion. It carries its load of dirt to where it is needed, drops all of the dirt and slides back on its broad steel runner without loss of motion or loss of time."

We stopped at Latourell Falls, the gift of Guy Talbot to the public. We also visited Gordon falls, climbing back over a woodland trail 300 or 400 feet to where we had a beautiful view of the falls. We spent some time at Multnomah falls, where is Samuel C. Lancaster outlined the plans of improvement that were to be carried out. A light steel bridge is to be built from hillside to hillside in front of the falls. Here standing almost in the spray of the falls visitors may

## Roadway That Will Last for All Time Is Being Carved in Face of Cliffs That Form the South Wall of Famous Columbia Gorge—Economy Prevails in Construction Work That Is in Accord With the Best Business Practice.

see in all its sublimity and beauty this crystal clear stream as it makes its plunge over the high bluff. "I suppose you will have a building site somewhere near this beautiful highway," I said to Mr. Yeon. "Yes, I should certainly like to have one," he responded, "but as much as I should like to have one, neither myself nor any official in any way connected with the construction of the Columbia highway will own a foot of land along the highway. To prevent any possible charge of personal interest in the matter, we have all agreed not to acquire any land along the Columbia highway. To tell you the truth I am greatly enjoying the work. Every day I see the highway farther advanced than it was the day before. To look at the graceful curve of a high rock wall, to work out some new problem in the moving of dirt or in making fills, is a man's job. It is a good deal better than sitting around a hotel in

southern California getting soft, or spending all afternoon and evening at some club playing poker. I feel as if I was accomplishing something here, something of permanent value—doing something for the state that has done a good deal for me.

**Wide Scope of Scenic Grandeur.**

"It is a constant surprise to me to see people who come out here, stand unmoved and unimpressed in front of Multnomah falls, Latourell falls or Gordon falls, and then go on to rap-tures over the wide spread and distant view from Thor's Heights, or some other commanding viewpoint on the highway. Someone else will be most interested in the scenic grandeur along the river, or possibly the picturesque bits of scenery as the winding highway gives its changing panorama of views along the river. In other words, we have on the highway here something to interest everyone. Mountains and waterfalls, huge trees

and dainty wild flowers, and everything between a violet and a massive oak. I believe we are going to have the most picturesque and wonderful strip of road in the world, and I believe we are going to have, from the engineering standpoint, one of the best pieces of road in the world. If there was any better road elsewhere we would copy it. One good thing about this road is that there is glory enough in it for all. Every man that is working on it and doing good work, can be proud of his share of construction. They told me I was hitting the future pretty hard when I built the Yeon building, and yet Portland has justified me no sooner even than I expected. It may seem that we are hitting the

future pretty hard in the construction of this highway and yet in a few years they will come from all over the United States, and even the old world, to travel along the Columbia on this highway.

Oregon has no realization of its asset in the wonderful scenery along the Columbia—an asset that is perpetual and will increase in value instead of deteriorating. Oregon is like the province of Usuri in Russia. The Russians in their folk lore say that God made Usuri after all the rest of the world had been created. He had given all his gifts elsewhere or had no new thing to give Usuri, so he took some of the best from all the rest of the world and gave it to

Usuri. In the early days before the coming of the white man the Indians referred to the Oregon country as the place of plenty. Oregon like Usuri has been given the best gifts of all the rest of the world. If you will draw a circle with a radius of 100 miles, and with Portland as the center of the circle, you will find a region with a diversity of products, climate and scenery probably equaled in no other portion of the world. In this 100 mile circle east of The Dalles there are sweet potatoes, figs, almonds, walnuts, grapes, berries and grain. Dropping down to Hood River we have apples that are world famous. At the other end of the circle, to the westward, we have the mouth of the Columbia river with the Royal Chinook salmon, clams, crabs, cranberries and dairy products. The 100 mile circle to the southward takes in the greater part of the fertile Willamette valley with its fruit, hay, grain, vegetables, berries and minerals. To the northward we have the rich and varied resources of southwestern Washington. Located within

this circle is the most scenic part of the Columbia river extending from The Dalles to the mouth of the river at Astoria. Those who have traveled most say that in no similar area can there be found the varieties of climate and resources, and the infinite variety of mountains, waterfalls and rivers and streams. When you sell your wheat or fruit or fish you must wait for a new crop, but you can sell your scenery over and over again and the more you sell it the more it will be in demand. It is one case where you can eat your cake and have it too. As I looked down at Cape Horn, where the trail blazers of half a century ago used to wait for favorable winds, to come down the river with their batteaux and barges, and as I remembered how much hardship it would have saved the pioneers if there had been a road from The Dalles to the Willamette valley, I could not help being glad that at last we are to have a splendidly constructed permanent highway along the banks of the Columbia.

## New Books and their Authors

**"CROSS TRAILS,"** by Herman Whitaker. Mr. Whitaker probably is best known because of his "The Planter," and "The Settler," and his entertaining style is given latitude again in "Cross Trails." This is a story of a Canadian lumber camp, in which a lone woman becomes snowbound. To add to the situation an old admirer appears in camp, and there are turbulent, exciting times with lumberjacks, winter winds and the little love god all working, for awhile at least, to cross purposes. But all ends well. Harper & Brothers, New York. Price, \$1.20 net.

**"The Hill of Venus,"** by Nathaniel Gallizier.—The author has gone back to the thirteenth century for the setting of his novel, and the student of history will realize what a thrilling time this was in European affairs. "The Hill of Venus" is a tale of the struggle between the Guelphs and the Ghibellines. The story opens with the deathbed scene of the grand master of the Knights Hospitallers, who has been struck down with a fever while on a journey from Rome to Bari. He has called to his side his illegitimate son, Francesco Villani, a youth attached to the vice regent court at Avellino, and begs him with his last breath to expiate his sin by becoming a monk. This request that the son shall atone for the father's sin starts the dramatic action of the story. Francesco is torn by the ill-fated love of his life, and his love and his loyalty to his own love, Ilaria.

The boy's conscience and his love of the early Romans, so strongly worked upon that he can hardly refuse the dying request of his parent, at the same time his love for the girl of his choice and his jealousy for his own happiness form the points of spiritual struggle. He surrenders to filial love and it is not until long afterwards that Francesco and Ilaria come together again under the protection of the Duke of Spoleto.

**"The Russian Empire of Today and Yesterday,"** by Nevin O. Winter.—More than a travel book about Russia, though the reader familiar with Mr. Winter's work might not expect it. Mr. Winter's books of travel in the Spanish republics are especially well known, and in them he deals only with the present. In his book of Russia, the "yesterday" includes a tale of the rise of the Muscovite supremacy, a short account of Peter the Great and the early Romanovs. Then the work is brought down to date through the ascension of Nicholas II, to the Shuster incident and the Jewish Passport question.

The book is comprehensive, and the history, biographical story is entertainingly and interestingly told. There are discussions of nihilism, bureaucracy and autocracy. The author includes in his volume a discussion of the Jewish problem and gives the Russian answer to the recent abrogation by the American congress of the treaty governing passports.

Winter begins his large size order with a description of "the land and its people," going into the vastness of the empire, outlining its physical characteristics, giving some account of its varied inhabitants. One chapter is devoted to St. Petersburg and its buildings, market places, churches, art galleries. Moscow receives the same going over. Nevin evidently neglects nothing to be seen on both sides of the beaten path.

He discusses Great Russia and Little Russia, travels around the Black sea, goes down into the Crimea and traces the course of the Volga. He discusses on Finland and the Finns, on Poland and the Poles.

**"Pollyanna, the Glad Book,"** by Eleanor H. Porter.—This is a good book for every man to read because it is a book with a message for those who have troubles. "Pollyanna" is an apostle of happiness, or a saint of joy, whichever you like. She believes that every cloud has a silver lining, and one traveling along through the "glad book" with her must begin to think so too.

The story whatever happens to cause some sorrow or grief for others, "Pollyanna" seems to find excuse for being happy, and she does it logically. There is value in the lessons it teaches. It is pleasant reading and a

**GOOD TIMES AHEAD ASSURED IN PART BY FINE CROP OUTLOOK**

Vice-President of Lumbermen National Bank Finds Outlook Encouraging.

Returning from the convention of the Oregon State Bankers' association at Medford, when he met bankers from every section of the state and of the Union, E. G. Crawford, vice-president of the Lumbermen National Bank, said yesterday that confidence in the financial situation abounds everywhere. He said that this was due in part to the fine crop prospects and to the settlement of the currency question.

"Bankers from every section of the state," said Mr. Crawford, "are confident that good times are in store and that they will be in evidence this fall. There was a much better feeling at the Bankers' convention at Medford last week than there was at the convention a year ago.

**Feats Are Allayed.**

At the 1913 convention there was considerable apprehension over the fi-

sure enough grief killer. "Pollyanna" is a love character, not overtly, and altogether human when one becomes acquainted with her.

The Page company, Boston, Mass. Price, \$1.25 net.

**"The Career of Dr. Weaver,"** by Mrs. Henry Backus.—A story written upon the premise of the responsibilities and problems of the medical profession as they exist today.

The story has to do with Dr. Weaver, a noted specialist and head of a private hospital who, in his desire for wealth and prestige allows himself to drift away from the ethics and standards of his youth. Events come to a pass where Dr. Weaver is about to be exposed for the methods employed by him in furthering his schemes to glorify his name in the medical world. He is saved and brought to a realization of his shortcomings by his younger brother.

The love tincture in the tale adds to its interest.

The Page Company, Boston, Mass. Price, \$1.25 net.

**"Affinity,"** by Maurine Hathaway.—An attractive little art book of verse, by the author of "Embers," "Passion Lyrics," etc.

Beres & Hopkins, New York. Price, 75 cents net.

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