

CHIEF FORESTER WILL BE SHOWN BIG TRACT DESIRED AS GROUNDS Rugged Section Near Columbia River Scenery Comprises About 14,000 Acres CHAMBER INITIATES MOVE

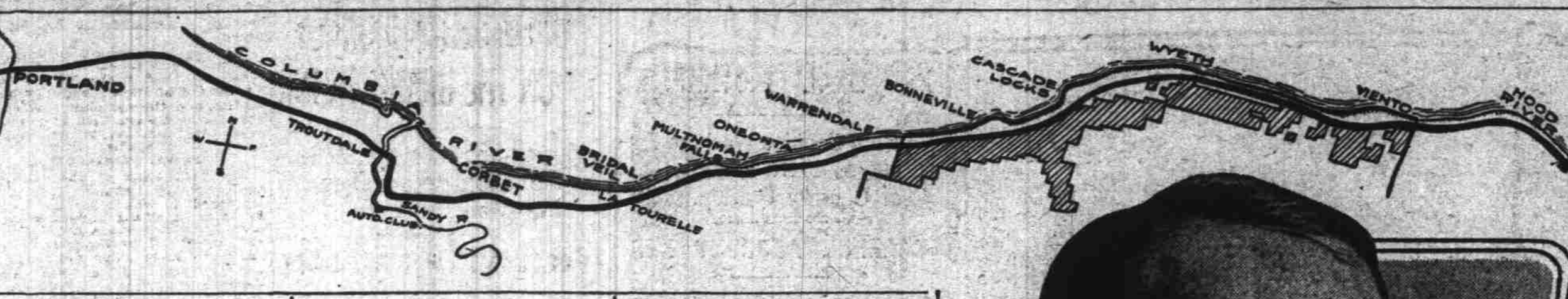
Correspondence Exchanged on Plan Which Uncle Sam Will Grant It Is Believed. Fourteen thousand acres of land in the northern part of the Oregon national forest through which the Columbia river highway extends, will no doubt be set aside by the United States government as great recreation grounds. Already a detailed description of the land has been forwarded to the forestry department at Washington. The movement to provide such an enormous area for park purposes along the highway was begun by the Chamber of Commerce more than two months ago at the suggestion of Jacob Kansler. Cooperating with the chamber has been the local office of the forestry service and the report outlining the project covers more than 25 type written pages to which was attached a series of photographs covering a number of scenic wonders along the beautiful mountain road. The special committee of the Chamber of Commerce appointed by President C. C. Colt to handle the project is composed of Jacob Kansler, Amos S. Benson, T. H. Sherrard and R. S. Shelley. Both Mr. Sherrard and Mr. Shelley are identified with the forestry service and have rendered invaluable assistance in bringing the matter in its detailed form before the proper officials at the national capital. Chief Forester Coming. Advice was received in Portland last week that Henry S. Graves, chief forester at Washington, would be in the northwest soon en route to Alaska. President Colt then wired Mr. Graves, urging that he stop in Portland for a day. This invitation has been accepted and Mr. Graves will be here Saturday, July 17, when, with a representative body of business men, he will be taken over the highway to view the land, which it is proposed to have set aside as a great recreation ground. The land in the project is located in a strip 23 miles long and varies from one and one-half to two miles wide. The area is composed, to a great extent, of the breaks of the Columbia river and is exceedingly rough, steep and rocky, but from a scenic standpoint, offers advantages unequalled on a mountainous road anywhere in the world. Since the Columbia river highway is located on privately owned lands for much of the distance, the points at which the national forest lands cross will provide picnic and recreation grounds for thousands of people for years to come. The report to Washington says that while all but a narrow belt between the cliffs and the Columbia river is exceedingly rough and inaccessible, yet trails are already being constructed at great expense to reach the points of greatest scenic beauty and that it will be but a short time until the many waterfalls and rocky gorges and the most slightly points will be made accessible to the public. Scenic Possibilities Great. As an example, the trail to Larch mountain will soon be completed, as will the trail from Gordon falls. The two falls are about 100 feet apart. Sightseers may make the trip over one trail and return over the other, thus providing a shot trip, or for an extended journey into the mountains can take either trail for the summit of Larch mountain. In the 23 miles covered by the land it is proposed to set aside the Oregon national forest crosses the Columbia river highway in eight places with a total frontage on the highway of more than \$200 feet. Signs designating the forest will be erected at once. It is proposed to show Forester Graves the many scenic points along the highway and urge that he immediately arrange for the withdrawal of this land. In a letter to the forest supervisor, Roadmaster Yeon says: "In my opinion the creation, by the government, of a series of national parks along the Columbia river highway, and the preservation of all the points of scenic value is second in importance to the construction of the highway itself. "The highway will be much used for through travel but each summer many thousands of people will be attracted to the woods and streams along it seeking recreation. "A few public spirited citizens have purchased tracts on the highway and have turned them over to the city of Portland for parks, but most of the privately owned lands will be developed solely for the benefit of the individual owners, and will be closed to the public. Benson Urges Plan. "It is most unfortunate that there are lands still in government ownership."

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FEDERAL RECREATION GROUNDS SOUGHT ON COLUMBIA RIVER HIGHWAY

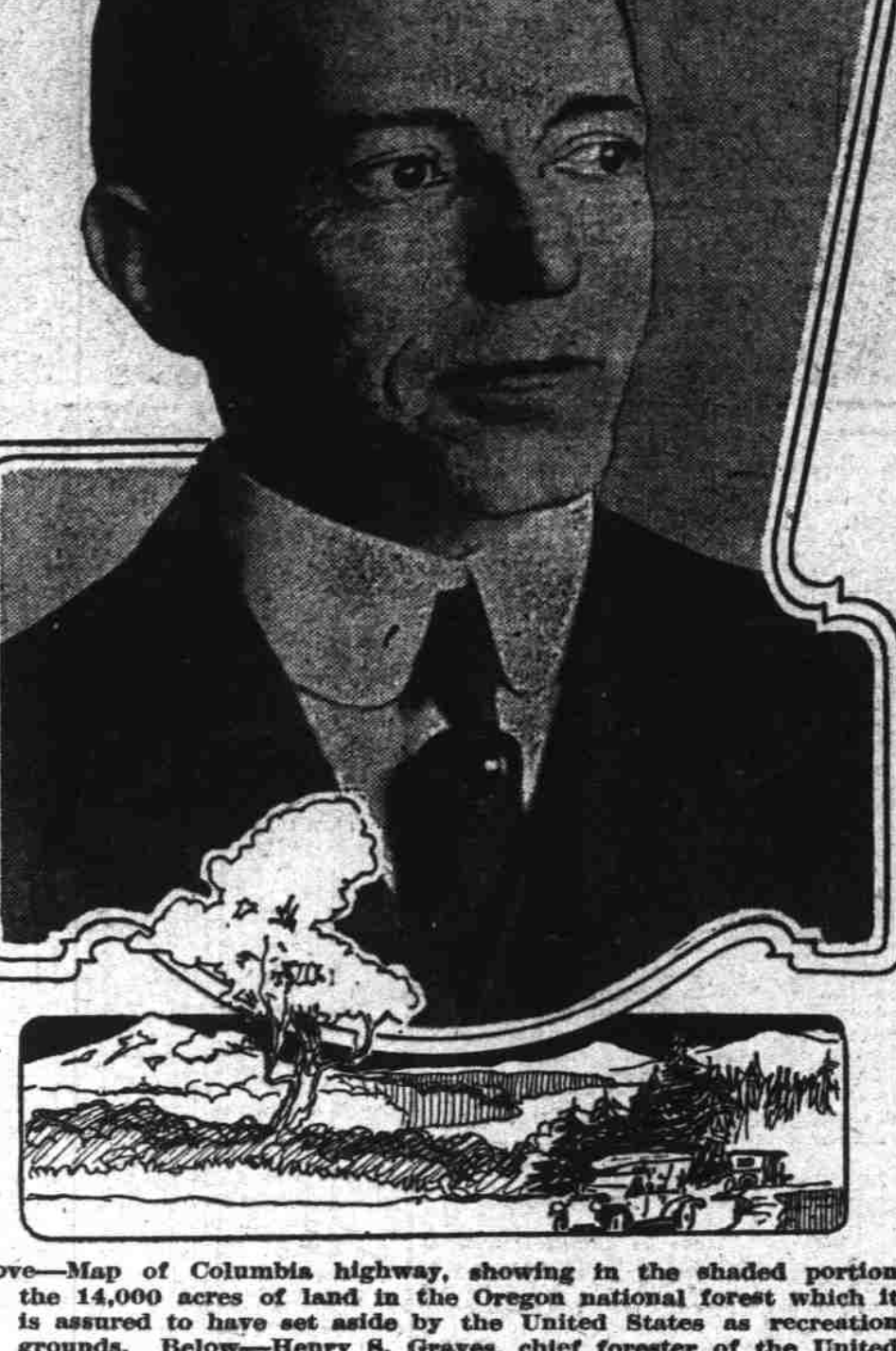


ship along the highway and I want to urge upon the department the great importance of withdrawing them and dedicating them forever to the use of the people for recreation. "With a series of trails through the government lands along the Columbia river highway the higher elevations," says Amos S. Benson, "visitors along the great roadway will be in a position to make side trips of interest. Many trails of easy grade can be built to the waterfalls high in the mountains, the lakes, glaciers, snow fields and on to Mount Hood. It will give another angle to the features along the highway since parties of mountaineers bent on scaling peaks, or taking hikes through the forests, would find the highway the ideal place to start on the trip into the Cascades. It also has another feature. This is trail trips by parties desiring to use horses. "The highway itself with the numerous side trips and the great mountain country it opens up together with the marvelous river scenery serves to combine most of the features of the world's greatest playgrounds in Portland, October 8, 1914, he delivered an address before the Progressive Business Men's club, talking for his subject, "Some Problems of the National Forests." At that time the question of using the forest regions for recreation purposes was suggested by Forester Graves and in part he said: "Regarded as Natural Resource. "We regard the recreation use of these forest regions as a natural resource which should be developed. The building of highways through the Cascade mountains will not only connect farming communities with the cities, but will make available one of the greatest scenic regions of the world. When Forester Graves was mentioning the public service that is being done by Mr. Wenner (now deceased) in his efforts to develop the Barkley road and the effort of the public spirited men who are giving their time and money for similar projects. "In an official communication to Forester Graves from the Chamber of Commerce, President Colt has briefly outlined the cost of the Columbia river highway, including all of the largest items of construction to show the cost of the grading, paving, bridge building and the general magnitude of the undertaking. President Colt's letter is as follows: "The Forester, Forest Service, Washington, D. C. "Dear Sir: "Relative to the classification of the national forest lands along the Columbia river highway, for use as chiefly valuable for use by the public for purposes of recreation, which is the object of the proposed project are dedicated to the public for recreation. "We wish to further call your attention to the fact that this highway is now being advertised by us nationally and that, in addition to its local use and enjoyment, it will be sought by automobile tourists from coast to coast. "In conclusion, permit us to express our appreciation of the cordial cooperative relationship which is daily growing stronger between the officials of the Oregon department of the United States forest service and the Portland Chamber of Commerce. There is no question but that we can be of mutual service to each other in carrying out movements and policies which will advance the public good."

mitted to use and enjoy. "There is no doubt that many additional trails will soon be built along the Columbia river highway, provided that the National forest lands in the proposed project are dedicated to the public for recreation. "We wish to further call your attention to the fact that this highway is now being advertised by us nationally and that, in addition to its local use and enjoyment, it will be sought by automobile tourists from coast to coast. "In conclusion, permit us to express our appreciation of the cordial cooperative relationship which is daily growing stronger between the officials of the Oregon department of the United States forest service and the Portland Chamber of Commerce. There is no question but that we can be of mutual service to each other in carrying out movements and policies which will advance the public good."

ROADMASTER FINDS BUT ONE BAD SPOT ON ENTIRE ROAD

"After making a trip over the Columbia River highway I am more than ever impressed with its greatness as an asset of Portland and the entire state," said Roadmaster Yeon yesterday, "and you know how enthusiastic I have been over it. "No one can measure what it means to the state and to the world. It is one vast park from here to The Dalles and the four hundred miles that it will embrace cannot be counted. In coming home from Hood River I covered the distance, for miles, from the mountains to the coast. This is as fast as it is safe to go and for a few months while the road bed is still rough I would not advise anyone to make it in less than four or five hours. "The only bad spot is the grade around Mitchell point. "Get your friends up the grade the automobile driver should be sure that he has his tank well filled with gasoline and that his brakes are in good condition. The people of Hood River will locate guards at each end of the grade and allow machines to travel but one way at a time as the grade is too narrow for cars to pass. "This will eliminate danger of collision and delay."



Above—Map of Columbia highway, showing in the shaded portion the 14,000 acres of land in the Oregon national forest which it is assured to have set aside by the United States as recreation grounds. Below—Henry S. Graves, chief forester of the United States, who will be in Portland, Saturday, July 17, and who will be taken over the highway to view the proposed recreation grounds.

SAFETY EDUCATION IS ADVANCING IN OREGON

Indifference to Hazards of Every-Day Life Is Being Overcome by Campaigns of Instruction; Movement of Recent Origin Is Progressing Fast. By Ben H. Williams, Statistician State Industrial Accident Commission. The present popular movement for Safety First is of recent origin. Not that danger is new to the human race. Far from it. Every year almost have been carried away by sudden death. Long ago men learned to guard against peril by the best of their primitive instinct. Cougars sneaking, listening and peering in the woods of Oregon is one of the original adventures of the human race. So it was with the human race. Men were wary of the perils of animal force. All men went armed. The industrial revolution has brought with it a new era of danger. Children are told that if they are not good the bogies or bears will get them and many a little youngster, including all of the largest in his dreams. But the practical danger of attacks by wild animals is now infinitesimal and the blessings of good government have made the most unnecessary any precautions by the individual against an assault by his neighbor. Modern Life Has Its Hazards. The old dangers have passed away, but a multitude of new dangers have come and society has not yet adjusted itself to the changed condition. The power of steam has drawn men into great factories where they are surrounded by grinding gears and whirling saws. Increased production involves the more rapid handling of materials. Swift transportation of millions of tons of steam and electricity whirled men to death annually. And there has appeared upon the streets a four wheeled vehicle, rubber tired and run by gasoline, which, judged by the voracity of its appetite for human life, is a thousand fold more terrible than the original bear. "These are the hazards of modern life. They strike when least expected, and no man, woman or child is exempt from their attack. Few realize their nature or the heartiness of their consequences, and it is for the purpose of spreading information concerning these accidents that the movement for safety education is being inaugurated. It is the greatest factor in the solution of this problem. Simply stated, it is this: Educate the man. It is an extremely superficial treatment of the subject of industrial accidents to say that the laborer is negligent and that he should avoid these dangers. The experience of a hundred years has shown that the laborer will heed all the dangers in any industry. How then can one laborer in that factory judge intelligently of his danger if he has not the facts before him? If, perhaps, he has never heard of accidents in his particular occupation. A careful man may feel become mindful of danger if he has no reason to believe that it exists, or if he works in a mill where there is a general atmosphere of carelessness. And a naturally negligent man may be stimulated to exercise a high degree of care if placed in a mill where Safety First is preached and practiced. The solution of this problem then largely lies in educating men in the nature of hazards that surround them. Safety Education Progresses. In many of the states this movement for safety education is already well under way. The public is being aroused, school children are being instructed, workmen in mills are being

Mary Sutter Cashes Check for Another

When Algor Comes Federal Authorities and Placed Her Under Arrest, but She Was Later Released. San Francisco, July 10.—(P. N. S.)—Mrs. Mary Sutter, wife of a Marysville rancher, was surprised a few weeks ago to receive from the war department at Washington a check made out in her name for \$2385, with the request that it be cashed at once and a receipt forwarded. This she did, and placed the money in a bank awaiting developments, which came when she was arrested by the federal authorities. Brought into the United States district court here today, she told her story, and in turn was told that the person for whom the money was intended is Mrs. Mary Sutter of San Francisco. The Marysville woman convinced the court that her innocence and she was released. Mrs. Mary Sutter of San Francisco will receive the money as compensation for the death of her husband on a government vessel at Lacrosse last November.

Plan Exploration of New Found Cave

Tonopah, Nev., July 10.—Geologists and mining men here are preparing to start for Volcano, a small mining town 18 miles north of Tonopah, where a miner's blast in 1908, was a vast subterranean cavern of undetermined extent, to make a careful survey of the phenomenon. The underground examination lights showed sparkling stalactites hanging from the sides of the chasm as far as sight could reach and stones dropped through to the opening and the general bounding from wall to wall until the sounds grew faint and died away.

A WAVE OF PROSPERITY

For the last five years Tom Bruin was selling books for an eastern publishing house. His income was rather meager, because he was not a topnotcher; his orders were few and far between. He had lots of prospects, lots of promises, but not enough of clinched sales. Tom knew that the books he sold were good, but they were reasonable, the terms were liberal and the general service of his house was satisfactory. Now, why couldn't he sell more of them? The answer he sought for a long while, a friend of his solved the problem for him. "Your personal appearance is against you, Tom," declared Tuesday. "The only remedy for you to alter conditions is to dress up to the hour to attract a favorable attention, and you'll find things different." Tom took the hint and dressed a pretty stylish suit of clothes, a smart looking hat, a pair of fashionable shoes and a becoming shirt and tie, all of which he procured at Portland's exclusive clothes shop, having arranged to pay for the outfit in little easy once in a while payments, and started out for business. Remarkable how his luck seemed to have changed. Why, for the last three or four days he has had more orders than he can handle for the last entire month. Needless to say that Mr. Bruin has gotten his clothes at the Eastern, 405 Washington street corner. Putting the change that helps many a man climb the ladder of success. (Adv.)

Travels Home, Her Memory Vanished

La Fayette, Ind., July 10.—Mrs. John Parent, 48 years old and weighing 140 pounds, is remembered as "Mammoth Amelia." It is at her home here without a memory. The woman, who is a native of this county, has been traveling with carnivals and amusement concerns several years. She was sent back home from an amusement show in the public being aroused, school children are being instructed, workmen in mills are being

Announcing Cowan "Furniture Week" at the J. G. Mack & Co. Store. A Six Days' Special Sale and Exhibit

Advertisement for J. G. Mack & Co. Store featuring a six-day special sale and exhibit of furniture. The ad lists various items such as Pineapple Poster Twin Bed, Solid Mahogany Muffin Stand, Solid Mahogany Tip Table, Solid Mahogany Marthas Wash Sewing Table, Solid Mahogany Sewing Table, Solid Mahogany Gate Leg Table, Heavy Colonial Solid Mahogany Library Table, Spinnet Leg Solid Mahogany Open Desk, Solid Mahogany Library Table, Solid Mahogany Tea Wagon, Solid Mahogany Telephone Stand and Chair, Solid Mahogany Tabouret, Solid Mahogany Adjustable Smoking Stand, and Solid Mahogany Candlestick. Prices are listed for each item, often showing a regular price and a special sale price. The ad concludes with the text: "Lowest Prices Are Made Possible Here Through Our Low-Rent Location. 68 and 70 FIFTH St. J. G. Mack & Co. Bet. Oak and Pine"

BOYS' CAMP HOURS WITH ACTIVITIES OF YOUTHS FROM CITY

Cascades, Wash., Busy Place and Place Where Nature Is at Her Best.

WORK, PLAY ALTERNATE

Work in Mountains and Clean Sports Features; Additional Funds Are Needed. The Boys' Camp is opened again at Cascades, Washington. Fifteen boys came up July 6 on the steamer Dalles City, which arrives at Morfats Landing three times a week, bringing boys and provisions to camp. While the papers are telling about the hot weather in Portland, the up-stream breeze keeps the camp cool in the day time, and makes blankets necessary at night. There are no doubt, hundreds of boys in Portland, who would like to be up here in this wholesome environment, where there are opportunities for boys to do things in the open air. The following is the camp routine for a day: At 6:30 a. m. reveille; 6:35 morning exercises; 7:15 breakfast; 7:30 to 10, morning work, including making the beds, washing the dishes, raking up camp grounds, getting the water, spitting the wood for the day, filling lanterns, and doing all other necessary tasks. Usually there is a regular schedule for the play as well. 9:15 Is Bedtime. Evenings after the dishes are washed, and a fire is built, the time is spent reading or telling stories until bedtime at 9:15. At 9:30 all lights in the tents have to be put out. Arrangements are being made with the boys of the neighboring towns for ball games with the Portland boys. Competitive sports are organized in the boys at camp, and the same wholesome rivalry is displayed in camp that is found in the school playground. A short walk from the camp is Hazel lake which is full of good fish and makes a capital place for the boys to swim. Special attention will be given to swimming under competent instruction. Plans have been made this year for hikes back in the mountains on the Oregon side of the river. The Columbia highway, Larch mountain and other mountain trails offer splendid opportunities for long tramps. The following boys' organizations are cooperating with the camp: Neighborhood House, People's Institute, Junior Government League. All of these boys' clubs will send some of their members to camp. The cost of the camp is \$5 a week. There are many boys, however, some of whom were at camp last year, who cannot afford this amount. Moreover, \$5 a week does not meet the entire ex-

pende, as a subscription fund has to be raised to cover the cost. It is desirable that more money be raised, says the management. Persons interested can send communications or money to Wells Gilbert, treasurer of Boys' Camp association. The camp will be under the direction of the same persons as last year, as follows: A. E. Wood, A. B. Clark, J. M. Howes Jr. Edward Peterson will also assist in the management of the boys. The camp's address is Hamilton Creek, Washington. The steamboat landing is Morfats, and the railway station is Cascades, Washington. The following donations are acknowledged: E. A. Gilsan \$10.00 Edward Cookinaker \$10.00 Dr. Andrew C. Smith \$5.00 Cash \$5.00 Charles E. Gray \$5.00 Thornton T. Munger \$5.00 Mrs. Marion Mackenzie \$5.00 D. C. O'Reilly \$5.00 Mrs. W. B. Hays \$5.00 Walter M. Cook \$5.00 Mrs. W. B. Hays \$5.00 Mrs. Henry L. Corbett \$5.00 Mrs. E. B. Wright \$5.00 E. L. Shavitt \$5.00 Mrs. W. J. Burns \$5.00 T. L. Elliot \$5.00 Mrs. E. B. Wright \$5.00 L. A. Lewis \$5.00 F. D. Barrall \$5.00 Mrs. Thomas Robertson \$5.00 Mrs. R. W. Montague \$5.00 R. C. Woodard \$5.00 W. J. Phillips \$5.00 Sealy-Dresser Co., supplies \$5.00 Honeyman Howe Co., supplies \$5.00 Total \$319.00

Education Price Of World Peace

Los Angeles, July 10.—(P. N. S.)—Declaring that world peace could only be established through the education of the people of the world and that the present war has caused more waste than six succeeding generations could repair, United States Commissioner of Education Philander P. Claxton, during the week under the auspices of the Carnegie endowment for international peace, spoke before the members of the City club here today. "There must be a new conquest of the earth; but not one of steel," declared Claxton. "But it must be through education and then there will be a greater power than was ever possible under conditions through which the present war was brought on."

ENTER PLEA NOT GUILTY

Los Angeles, July 10.—(P. N. S.)—Six defendants in the case of the federal government against an alleged "smuggling ring," pleaded not guilty here today in United States Judge Claxton's court in an indictment charging them with aiding and abetting the bringing of Chinese aliens into the United States under the Mexican law. Each was held in \$2000 bail for trial. The men are alleged to have aided the bringing of the aliens into this country on the launch Analel.