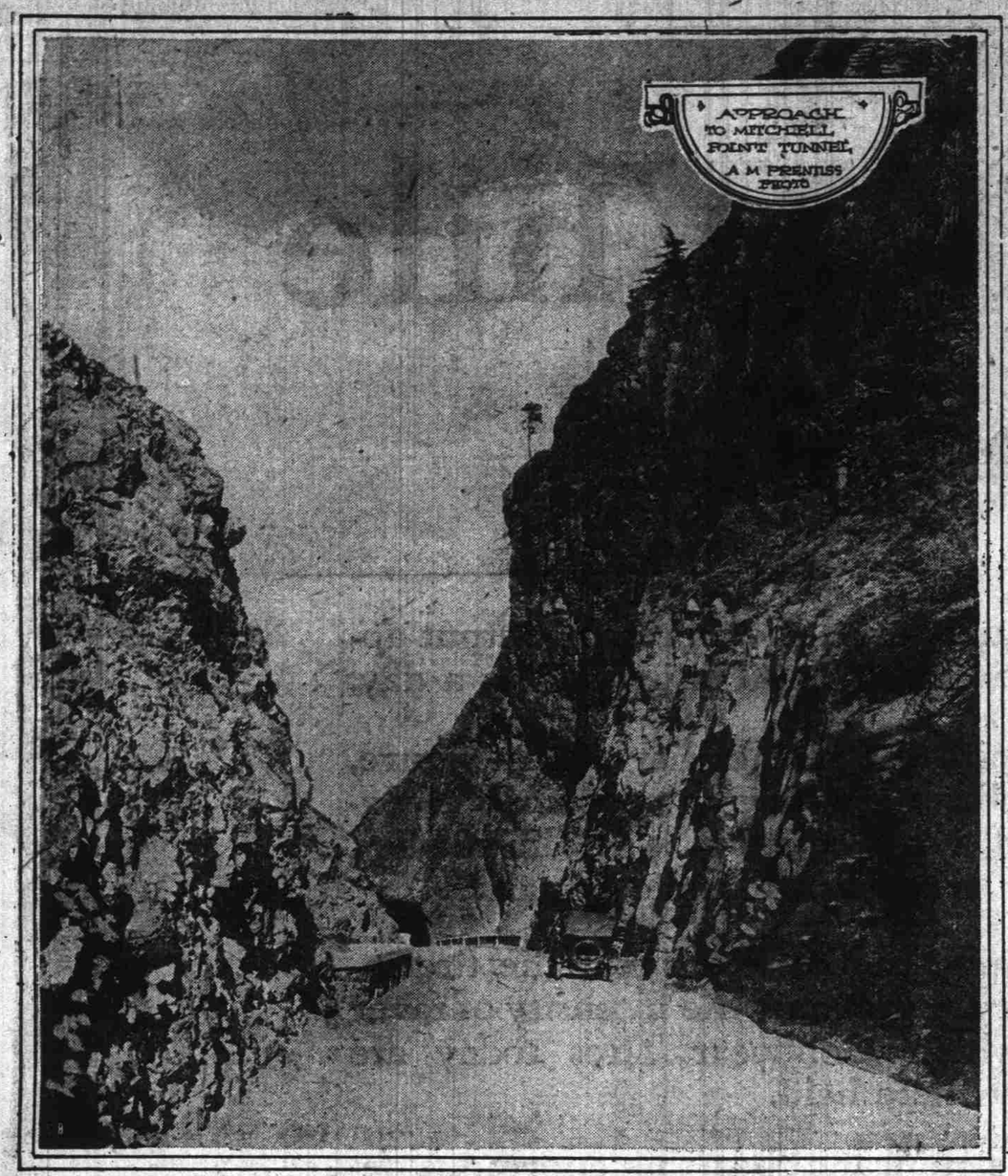
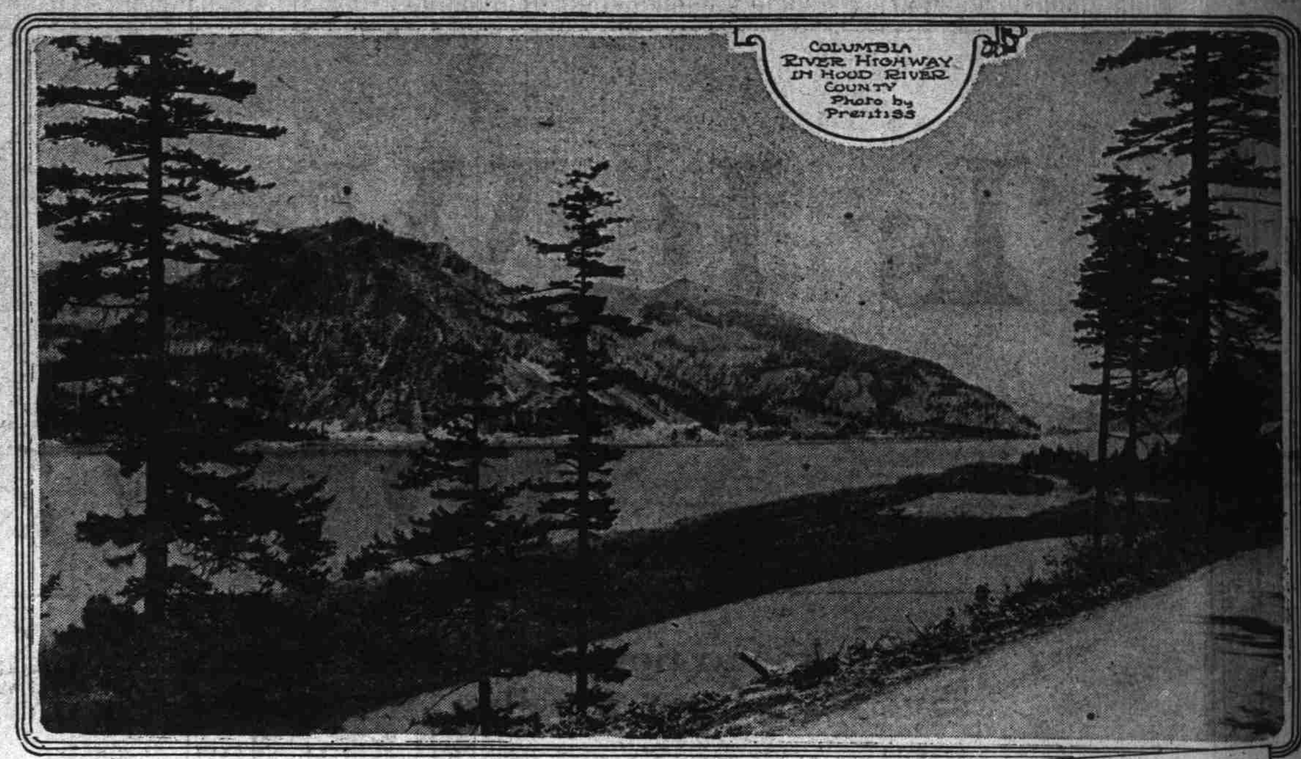
ALLURING HIGHWAY GLIMPSES IN HOOD RIVER AND WASCO COUNTIES





COLUMBIA HIGHWAY TO BE GREAT ASSET TO ALL NORTHWEST

When It Is Joined to Washington Highway and Extended to Join With One in Idaho, Commercial Value Will Exceed Even Its Great Scenic Attraction.

By R. C. Johnson

SPEAKING correctly the eastern terminal of the Columbia river highway is at Umatilla where it joins the Old Oregon trail. Ultimately the road will be extended along the Columbia to the state boundary, where it will become a part of the Washington state system of highways. The Columbia river highway is more than a state highway. It is a Washington highway as well as an Oregon road furnishing an all year route of travel between Eastern Washington and Western Washington as it does between the eastern and western portions of Oregon. Through one of its laterals, the old Oregon trail, it reaches into the Snake river valley and becomes an Idaho road. Therefore, properly it may be defined as a joint state road.

It is generally spoken of as a great scenic highway and as such is deserving of the reputation it bears. Its scenic setting, however, is but incidental to its importance as a great artery of commerce. With its branches reaching up the canyons and draws of the great Columbia river basin it extends into the food producing region of the Northwest. Within it is the potential power of transporting to the banks of the great river of the west the products of an empire through which it distributes in return the supplies and manufactured products the empire consumes.

As a commercial instrument the Columbia river highway supplements the "open river" and makes complete the great system of transportation which lies on the horizon of realization, the component parts of which are river, highway and railway.

The open river which has been long dreamed of can never be fully realized until there is joined to it the Columbia river highway system. It is for this reason that in locating the highway the river has been the point of control.

It is but a few years since the Columbia river highway was transferred from the minds of men of broad vision to paper. It will be but a few months until it has altogether passed from its paper existence into a thing of life and beauty. Through the forest, around the rock base of mountains, under towering cliffs and between dunes of sand there will soon be a broad paved highway on nearly a water grade from the shore of the Pacific to the mouth of the Umatilla.

IS NEARING COMPLETION

All that portion of it between Seaside and Hood River has already been graded with the exception of a few miles in Eastern Columbia county and it is paved from Scappoose nearly to Cascade Locks.

When the construction contracts which have been let this year together with those on the eve of letting are completed there will be a continuous strip of pavement from Astoria to Deer Island and from Scappoose to Hood river. The grade will be completed between Deer Island and Scappoose and between Blalock and Umatilla. The only sections of grade which have not yet reached the construction stage are between Mosier and Chenoweth creek and between Seufert and Blalock. These have been surveyed and the location made and will soon be ready to receive proposals from contractors. It is not unreasonable to predict that by the fall of 1920 there will be a paved highway all the way from Seaside to The Dalles and a macadam surface from that point to Umatilla.

Contracts now outstanding call for an expenditure on this highway of $2,118,000 covering 64.6 miles of paving, 10 miles of macadam and 58 miles of grading. To this is to be added 32 miles of pavement in Clatsop and Columbia counties, which will probably be let next week, increasing the estimated cost $600,000.

The work on the Sherman and Wasco units of the highway has been delayed by negotiations with the railroad company and the federal government for right of way where there was an encroachment on the railroad track and around the Celilo locks.

This is in a fair way of adjustment and within a few months it will be possible to put these units under construction.

GREAT SCENIC POINT

One of the scenic points of the highway will be the section between Hood river and Mosier. Instead of following along the old county road through the hills the highway will go through a series of loops at the Hood river and ascend the hill on the river side to a height of 600 or 700 feet and then proceed along the hillside some 400 feet above the river. The loops are reminiscent of those which ascend the Bugby hill on the lower river. A few miles from Hood river a tunnel 400 feet in length is cut. In fact, it is to be two tunnels connected by a concrete arch. The tunnels will have windows in it like the Bowlby tunnel west of Hood river.

From Mosier to The Dalles is another new location. Instead of climbing seven mile hill to an elevation of 1600 feet the new route will leave Mosier on the old abandoned grade for a distance of about two miles and then wind up into Hog canyon and thence down the hill to Rowena where it will again take the abandoned grade to Chenoweth creek. From the hill above Rowena is one of the most imposing views on the river and like all other views along the highway of distinct individuality.

From The Dalles eastward the highway will continue along the river past Seufert and the Celilo locks under the bluff to Arlington and on to the mouth of Willow creek and thence to Umatilla.

From a scenic standpoint the highway beyond The Dalles, with the exception of the view at Celilo, will lose its varied interest. But, it is here that its character as a factor in future transportation becomes most apparent. At The Dalles there comes into it by way of Dufur The Dalles-California highway which brings to the river all the traffic of the Deschutes valley and provides an outlet for Klamath and Lake counties.

REMINDS ONE OF PAST

Under present conditions to get into Sherman county and out again an automobile has to pay a toll of one dollar. When the highway is completed this reminder of the middle ages will disappear. A $75,000 bridge is being constructed across the Deschutes.

The great wheat fields of Sherman county will pour their yield into the highway and thence to the river by way of Fulton canyon and Spanish Hollow.

At Grants, Rufus and Blalock are other laterals reaching back into the interior. The products of Gilliam county find their way to the highway and river at Arlington. Morrow county's outlet is down Willow creek and at Umatilla is centered the traffic of Umatilla county and Northeastern Oregon.

Across the river on the Washington shore are also stretches of road reaching back which will feed into the Columbia river system of highway and waterway.

Going back to Sherman county there will some day be a main trunk highway running through the center of the county, from Biggs through Wasco, Moro, Grass Valley and Kent and on to Shaniko, Prineville, Lakeview and thence to the Sacramento valley.

MOST NATURAL ROUTE

It is the most natural route through Central Oregon from north to south and one which will be the least expensive to construct. It is comparatively level and crosses no deep canyons such as the Deschutes and its tributaries where cost of construction and maintenance is heavy. Some effort is now being made in Sherman county to secure the western terminus of the John Day highway. Of far more interest would it be to the general county welfare to have a good road through its center from north to south.

The topography of the country demands that the John Day highway should connect with the Columbia river highway near Arlington, thus serving not only state interest but that of Gilliam county.

Rupture Kills 7,000 Annually

Seven thousand persons each year are laid away—the burial certificate being marked "Rupture." Why? Because the unfortunate ones had neglected themselves or had been merely taking care of the sign (swelling) of the affliction and paying no attention to the cause. What are you doing? Are you neglecting yourself by wearing a truss, appliance or whatever name you choose to call it? At best, the truss is only a makeshift—a false prop against a collapsing wall—and cannot be expected to act as more than a mere mechanical support. The binding pressure retards blood circulation, thus robbing the weakened muscles of that which they need most—nourishment.

But science has found a way, and every truss sufferer in the land is invited to make a FREE test right in the privacy of their own home. The PLAPAO method is unquestionably the most scientific, logical and successful self-treatment for rupture the world has ever known.

The PLAPAO PAD when adhering closely to the body cannot possibly slip or shift out of place, therefore, cannot chafe or pinch. Soft as velvet—easy to apply—inexpensive. To be used whilst you work and whilst you sleep. No straps, buckles or springs attached.

Learn how to close the hernial opening as nature intended so the rupture CAN'T come down. Send your name today to PLAPAO CO., Block 971, St. Louis, Mo., for FREE trial Plapao and the information necessary.—Adv.

WELFARE WORKERS AND OFFICERS IN FORDS NUMEROUS

Army Regulations Forbid Women Riding in Army Cars Without Special Permission, So Y. M. C. A. "Buses" Are Requisitioned by Resourceful Ones.

By Junius B. Wood
Special Cable to The Journal and The Chicago Daily News.
(Copyright, 1919, by Chicago Daily News Co.)

COBLENZ, Germany.—(Delayed.)—When a Ford breezes around a bend in the road with a general or some other ranking officer in the front seat beside the chauffeur and two giggling young women in the rear seat there is a reason for it. The reason is not the lack of high powered limousines among officers of higher rank than major who are accustomed to riding in them, but the young women. When the military police started enforcing the order of Brigadier General Malin Craig, chief of staff of the Third army, forbidding women riding in army cars without special permits, it seemed that the fair members of the expedition were out of luck.

For several nights the cars of various young aviators and gray haired higher officers, usually occupied in carrying Y. M. C. A. entertainers, Red Cross workers, telephone operators and other charmers to dances, officers' club parties and moonlight rambles, were empty and the women walked. Then, Mahometlike, came the solution. Because women must not ride in army cars there was no reason why they should not ride in women's cars. That is why so many high ranking officers are riding in Fords these evenings. When an officer invites a young woman to dinner at Wiesbaden, Cologne or some other neighborhood resort these days, the dinner is contingent upon either the girls' furnishing the transportation or going by train. Therefore, Y. M. C. A. and Red Cross jitneys are much in demand while the unlucky army nurses and telephone operators wear out shoe leather. All is a part of the army game and every one takes it good naturedly. "What's the difference," said an officer, jokingly. "Many officers who are lolling back in army limousines today will be hanging to straps or cranking their own jitneys two months hence."

THESE TURBULENT DAYS

These are turbulent days for the women welfare workers. Besides being barred from the army cars another order in Coblenz forbids their entertaining officers and enlisted men in their billets after 10:30 in the evening. That was sufficiently harsh, in the opinion of the independent young women, but it was worse when several over zealous M. P.'s interpreted that it meant that they must not be seen on the streets accompanied by officers or men after that hour and started stopping and questioning those escorting women home from dances and entertainments. "It is an outrage for which American womanhood is going to demand an explanation," declared one young woman. "You must think that we are living in the darkest days of Turkey." The embarrassed M. P., to whom she was talking, explained on the following day that the order was misunderstood.

Reports published that the Y. M. C. A. entertainers were devoting most of their time to officers evoked a gentle hint from the organization headquarters to take more notice of enlisted men. The result is that a woman in the Y. M. C. A. uniform has a cheerful smile for every soldier she meets. The casual observer in Coblenz sees both men and officers strolling with Y. M. C. A. workers or chatting on the shady banks of the Rhine. The work of the women attached to the divisions is untiring. Some of them are known by name to nearly every man in the regiments to which they are attached, and are considered a necessary part of the organization.

FINAL GRIEVANCE TOLD

"Each of us dance with a hundred different men every night the battalion has a party," said one of two women workers. These are heavy workers and not entertainers. Twenty of the latter compose the socalled Y. M. C. A. flying squadron. Twenty nimble toed young women in uniforms embroidered with a winged foot are touring the expedition and providing dancing partners.

The final grievance of the welfare workers is that the army is now unable to provide those going home with cabins on the transports. While the majority are basking at the resorts in Brittany many are availing themselves of the opportunity to see Europe A. W. O. L. (absent without leave). Two passed several days in Coblenz last week without travel orders. They dallied in French and British areas and stopped in Brussels before returning to Paris. They are contemplating visits to Switzerland and Italy undisturbed by the lack of home going accommodations. At least 15 other unassigned women tourists have sojourned in Coblenz, where they took in the sights at their leisure not meaning any harm, but having a natural American desire to see the world. "You have no right to be here," announces the district M. P. to each. "Yes, but we are here," cheerfully reply the women. What can the M. P. do, when he remembers that the women left home in America to help him and the other men of the expedition. He cannot lock them up like the masculine A. W. O. L.'s.

He Quit Cigarettes

A wonderful relief from slavery to cigarettes is reported by Chas. Ohnesorge, who had been addicted 14 years, and after trying various so-called cures in vain found the true information in a book sent free to anybody by Edward J. Woods, TD 812, Station F, New York, N. Y. Thousands, both sexes, who were addicted to cigarettes, pipe, chewing, snuff, etc., have been gladdened by this free book. Getting rid of tobacco habit often means better health, calm nerves, peaceful sleep, improved eyesight, stronger heart, increased physical power, clean breath, LONGER LIFE, greater earning efficiency and other benefits. Show others this advertisement.

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Why Women Grow Old More Quickly Than Men

Greater Percentage of Anaemia — Lack of Iron in the Blood — Among Women Makes Them Lose Much of Their Youth, Beauty and Former Attractiveness, And Become Fretful, Nervous and Run-down—

What Women Need Is Not Cosmetics or Stimulating Drugs But Plenty of Pure Red Blood, Rich in Iron

Physician Explains How Organic Iron—Nuxated Iron, Enriches the Blood, Strengthens the Nerves, Builds Up Physical Power and Often Makes Weak, Pale Careworn Women Look and Feel Years Younger.

Look for the woman who appears younger than a man of the same age and you will find the exception to that vast majority upon whom anaemia—lack of iron in the blood has fastened its grip and is gradually sapping the health, vitality and beauty which every woman so longs to retain. In most cases men safeguard their health better than women by eating coarser foods, being more out of doors and leading more active lives, thereby keeping their blood richer in iron and their bodies in better physical condition. The very moment a woman allows herself to become weak, nervous and run-down she is placing a drain upon her whole system which overtaxes the power of the blood to renew wasted tissue and keep active the natural life forces of the body. There are thousands of women who are ageing and breaking down at a time when they should be enjoying that perfect bodily health which comes from plenty of iron in the blood, simply because they are not awake to their condition. For want of iron a woman may look and feel haggard and all run-down—while at 50 or 60 with good health and plenty of iron in her blood she may still be young in feeling and so full of life and attractiveness as to defy detection of her real age. But a woman cannot have beautiful rosy cheeks or an abundance of strength and endurance without iron, and physicians below have been asked to explain why they prescribe organic iron—Nuxated Iron—to help supply this deficiency and aid in building a race of stronger, healthier women.

Dr. James Francis Sullivan, formerly physician of Bellevue Hospital (Outdoor Dept.), New York, and the Westchester County Hospital, says: "Many a woman who is run-down, easily tired out, nervous and irritable, suffers from iron deficiency and does not know it. I am convinced that there are thousands of such women who, simply by taking Nuxated Iron might readily build up their red corpuscles, increase physical energy and get themselves into a condition to ward off the millions of disease germs that are almost continually around us. I consider Nuxated Iron one of the foremost blood and body builders—the best to which I have ever had recourse."

Among other physicians asked for an opinion was Dr. George H. Baker, formerly Physician and Surgeon Monmouth Memorial Hospital, New Jersey, who says: "What women need to put roses in their cheeks and the springtime of life into their step is not cosmetics or stimulating drugs, but plenty of rich pure blood. Without it no woman can do credit to herself or to her work. Iron is one of the greatest of all strength and blood-builders, and I have found nothing in my experience so effective for helping to make strong, healthy, red-blooded women as Nuxated Iron.

Manufacturers' Note: Nuxated Iron which is prescribed and recommended above by physicians is not a secret remedy, but one which is well known to druggists everywhere. Unlike the older inorganic iron products, it is easily assimilated, does not injure the teeth, make them black nor upset the stomach. The manufacturers guarantee successful and entirely satisfactory results to every purchaser, or they will refund your money. It is dispensed in this city by The Owl Drug Co., and all other druggists.—Adv.