

FINAL CHAPTER IN OLD BARLOW ROAD HAS BEEN WRITTEN

Historic Thoroughfare Deeded to State and Toll Books Closed Forever; Road Will Be Merged Into Loop, With Future Existence as Part of Road Around Mt. Hood.

The final chapter in the history of the old Barlow road, the highway over which the early immigration of Oregon passed, was closed a few days ago, when this historic road was deeded to the state of Oregon and its toll books forever closed. Its future life is to be merged with that of the Mt. Hood Loop highway.

Among the memorable occurrences in crossing the plains, says Walter Bailey, writing for the Oregon Historical society, the passage over the Cascade mountains by the Mt. Hood route stands out most vividly in the memory of a large number of Oregon pioneers. The toll and taxes, the beauties of the mountains and the pleasant surprises of the great dense forests, the laborious climb of the eastern slope and the steep descent of Laurel hill on the west, all combined to make an impression on the minds of the pioneers, which later served for many a fireside reminiscence.

Autumn after autumn, from 1846 to 1864, witnessed the coming and going of the pack trains, the weary travelers toiling through the rocky defiles and over the steep ridges.

MENTIONED IN DIARIES
The diaries and letters written by the travelers express a strange mixture of happiness and sorrow, contentment and dejection, hope and despair, ecstasy and misery. Says one, "Some men's hearts died within them and some of our women sat down by the roadside and cried, saying that they had abandoned all hope of ever reaching the promised land."

Another writes: "We went down mountains so steep that we had to let our wagons down by ropes. My wife and I carried our children up muddy mountains half a mile high and then carried the loadings of our wagons up on our backs by piece-meal, as our cattle were so reduced that they were hardly able to haul up our empty wagon."

Of the celebrated Laurel hill grade, the diary of E. W. Conners, an immigrant of 1853, has this entry: "The road on this hill is something terrible. It is worn down into the soil from five to seven feet, leaving steep banks on both sides, and so narrow that it is impossible to walk alongside of the wagon for any distance without leaning against the oxen."

BEAUTY THRILLED PIONEERS
There were others who forgot the hardships of the journey in the contemplation of the beauty of the mountains. They were thrilled "by the spectacle of Mount Hood's snowy pyramids standing out, clearly defined against the pale gray of dawn, not white as at noonday, but pink, as the heart of a Sharon rose from base to summit. A little later it has faded and by the most lovely transitions of color and light, now looks golden, now pearly and finally glimmers white in the full glare of the risen sun."

Even the prosaic Palmer, continues Bailey, found room to exclaim among his practical observations: "I had never before beheld a sight so nobly grand."

The impressions of George L. Curry were that "the beauty of the mountains laden with the scent of agreeable odors."
"Up, up, to an altitude fearfully astounding, the ascent is steep and difficult, but there are many such ridges of the mountains to be crossed before you can descend into the flourishing valley of the Willamette. Down, down, into the deep, dark and silent ravines, and when you have reached the bottom of it by precipitous descent you may be able to form an idea of the great elevation which you had previously attained. The crossing of the Rocky mountains, the Bear River range and the big hill of the Bruises was insignificant in comparison to the Cascades. Here is no natural pass, you breast the lofty hills and climb them. There is no way around them, no avoiding them and each succeeding one you fancy is the dividing ridge of the range."

BARLOW TOOK CHANCE
The first wagon train of Oregon pioneers in 1843 did not attempt to cross the mountain barrier, but descended the Columbia from The Dalles on rafts and in boats. The immigration of the next year followed the same route, but as in the preceding year the stock was driven over the mountain trail.

In the latter days of September, in 1845, the third great company of immigrants arrived at The Dalles. Their mission station, says Bailey, became a great frontier camp. Hundreds of prairie wagons, large droves of stock and crowds of way worn people lined the bleak shores of the Columbia. Only two boats were running down to the Cascade rapids and the price of transportation was high.

Among the last immigrants to arrive was a company headed by Samuel K. Barlow, its captain. Captain Barlow did not like the situation and the prospect of exhausting his provisions by a long delay and taking his chances on the dangers of passage down the river. A man of great reliance and endowed with the true spirit of the pioneer, he began looking for another route to the Willamette valley. He was told that there was an old Indian trail south of Mt. Hood but that it was steep and difficult. He decided to take this route with his wagons. If a trail already existed, he reasoned, it could be widened into a wagon road. Old mountain men and trappers of the wilderness advised him not to attempt the way as the season was growing late and the winter would overtake him in the mountains.

Declaring his belief in the goodness and wisdom of the All Wise, Captain Barlow said: "God never made a mountain without making a way for a man to get over it, if the latter exercised a proper amount of energy and perseverance."

PEOPLE DISCOURAGED
When the start was made about September 25, the party consisted of seven wagons and about nineteen persons. It was overtaken later by a train of twenty odd wagons under the captaincy of Joel Palmer. When the steep mountain slopes were reached several families became discouraged and returned to The Dalles, but Barlow and Palmer carried on. The way was finally cut as it was too late in the season it was decided to cache the wagons in the mountains and proceed with the stock. William Berry, a young man, was left with the cache and an inadequate amount of food to keep a lonely winter vigil. Packing a few necessary articles upon the horses and oxen, only the weakest having saddled the horses, the remainder of the company pushed on toward the Oregon settlements. Many were the hardships encountered on the western slope of the mountains. There were treacherous swamps, no grass for the stock, which browsed on the poison laurel bushes, provisions gave out and the woods be-

Morgenthau Report Will Pour Oil Upon Sea of Discontent

By Anthony Carneeki
Special Cable to The Journal and The Chicago Daily News.
(Copyright, 1919, by Chicago Daily News Co.)
Warsaw, Sept. 17.—(Via Paris, France, Sept. 20.)—The Morgenthau commission has finished its tour of the Polish cities in hearing the complaints of the Jews and has reached Paris to prepare its report. The member of the commission who announced this to me said that questions had been submitted to the

Polish government which would enable it to make replies from its standpoint. The investigators submitted to the government 10 questions dealing exclusively with Jewish claims regarding passports and economic, educational, employment and business relations. The investigation was judicial. Witnesses were not under oath and were not cross-examined on behalf of the Polish government. Meanwhile it is announced that the Jewish Zionists are sending from England a committee headed by the leading Jewish organizer, Samuels. The British government inquired whether such a commission would be received and was told by a high Polish official that Poland wished to settle her own internal problems and that the exception made on behalf of the American commission would not be

repeated. It was also asked whether Joseph Conrad or other Britishers of Polish blood were meant to be included in the commission. If the British commission comes it is proposed to ask for two other commissions, one of prominent scientists and writers of Polish blood and the other of American citizens of Polish blood holding high official posts in America. It is believed that the Morgenthau report will pour oil on the troubled waters.

Cordial Relations Between Government Of Italy and Vatican

By Mario Borsa
Special Cable to The Journal and The Chicago Daily News.
(Copyright, 1919, by Chicago Daily News Co.)
Milan, Sept. 20.—There has been a persistent report recently of a possible reconciliation between the Italian government and the Vatican, but investigation proves that it is without foundation. It originated through the fact that the government and the Vatican have lately been exchanging courtesies.

Thus for the first time since 1870 the great cross of the Mountain Order was awarded to two cardinals and the government offered the war cross to Cardinal Gulatini. All that can be arrived at is that the relations between the Italian government and the Vatican are now most cordial. Those desiring a coalition between the Catholics and conservatives are endeavoring to make use of the fact in the coming elections, which will take place in the first fortnight of November. The electoral campaign will be inaugurated with an important speech by Premier Nitti in his Basilica college. Keen interest is shown in the speech which Giovanni Giolitti intends to make October 23 at Dronero, where a great dinner will be given by his partisans.

Foreign Minister Titton's return is expected at the end of the coming week when it is expected he will be able to communicate to the chamber a definite solution of the Adriatic problem.

Men Grow Shorter
Chicago, Ill., Sept. 20.—Men are getting shorter and lighter, according to statistics, and the big, burly and large-footed policeman is soon to go. No longer will candidates for places on the Chicago police force be required to be taller, heavier or bulkier than the average. The civil service commission has changed the regulations from 5 feet 8 inches to 5 feet 7 inches, and lowered the minimum weight from 145 to 140 pounds.

Lipman Wolfe & Co
"Merchandise of Merit Only"

Economy Basement Store
"Where You Spend the Least and Get the Most for It"

Monday—a Sale of All-Wool
SERGE DRESSES

MONDAY morning, September 22, promptly at 9 o'clock, we shall place on sale 125 of the most beautiful dresses that we have ever offered in an underprice event of this character.

In the collections will be found the smartest frocks in sizes for women and misses and the selection is of such a remarkable nature that even in a large announcement such as this, it is mighty difficult to know just where to begin to tell the wonderful story of this sale.

All Are—
Far More Costly Dresses
All at the One Price

—At the sale price quoted it is but natural that every woman will want two or three of these dresses. But we must caution against allowing your enthusiasm to get the better of you.

Because

- None of these dresses will be accepted for credit or exchange.
- Nor will it be possible or advisable for them to be sent C. O. D.
- Every transaction must be final.
- Choose any one of these 125 dresses, no matter what price the garment should sell for, and pay \$19.85.

\$19.85

Expensive Trimmings

- Lavish braiding, embroidery, fur and other costly details are a distinguishing feature of these distinctively styled dresses.
- The new fancy braids, military and narrow braids are much used in black.
- Natural kit coney, angora wool in beige and gray, a tricolette vestee in oyster and touches of red and gold in the trimming are charming color notes.
- These dresses are one of the most fortunate special purchases we have ever made or offered even in the Economy Basement Store.
- Placed on sale for the first time Monday.

About the Styles

—Just picture in your mind's eye the most wearable modes of the Fall season—the very models that you have seen at high prices—and in most instances priced high because of the exclusive styles. This is the character of dresses that will be found in this magnificent sale collection.

The Materials

- In these dresses are fine French and heavier serges.
- In the wanted navy (and one model in tan for those who require a lighter color).
- There are eight new styles as sketched.
- All lined to waist and several made with the cool and comfortable opening at armhole.

Everything for Cash **Lipman, Wolfe & Co., Economy Basement** **Everything for Less**

THIS STORE USES NO COMPARATIVE PRICES—THEY ARE MISLEADING AND OFTEN UNTRUE