

## HIGHEST HIGHWAY BRIDGE PLANNED

To Oregon's unique scenic attractions there is soon to be added a new man-made wonder, a product of modern construction science, the highest highway bridge in America.

Spanning the rugged canyon of Crooked river 30 miles north of Bend, an arch which will be numbered among engineering achievements of major importance is to be built as one of the last units of The Dalles-California Highway.

Not only will the span be unequalled in height among road bridges on this continent, but it is the counterpart of one of the world's most famous structures, the great Zambesi bridge in South Africa, one of the most romantic links in the forging of the Cape to Cairo railway.

There are only two bridges in America that will rank with the completed Crooked river span, the contract for which was awarded by the state highway commission about two weeks ago. These are the new railroad bridge over the Niagara river, which was completed last year, and the present bridge over Crooked river canyon, 900 feet down stream from the site of the contemplated structure, which was built for the Oregon Trunk railway 12 years ago.

When the railroad bridge was built over the Crooked river canyon it attracted notice throughout the engineering world. It too, is similar in design to the bridge over the Zambesi river, being what engineers term a "two-hinged spandrel braced arch."

The Crooked river canyon at the point where the new arch is to be built is 340 feet deep. Its sides, of basalt rock, are nearly perpendicular so that the arch must be set into the side of the cliff with huge steel shoes, based in cement. Engineers call them hinges, for the reason that they are so arranged that the span will give under expansion or contraction.

The precipitous sides of the canyon created a problem of their own when the railway bridge was constructed. In order to get the workmen into the lower level of the canyon where they could work at shifting the steel from the cables of one traveling crane to another a rope ladder was used. Dangling free from an overhanging rock on the south cliff, it descended for a distance of 250 feet. Incidentally, all of the steel and other material had to be lowered to the bottom of the canyon in order to be transferred by being pulled up on the other side of the canyon.

But this problem was of far less significance than the same task when the Zambesi bridge was built, as the Crooked river canyon bottom is not all occupied with the waters of the stream. In order to effect a transfer of men and materials across the Zambesi, a rocket, to which a fine wire was attached, was first shot across the 750-foot abyss. A heavier cable was pulled over which made it possible to pull over the steel rope on which a conveyor was operated above the river.

The mental attitude of the structural steel workers is interestingly revealed in an account of the work on the Zambesi bridge in a technical volume from the library of C. P. Richards, former engineer of the bridge department of the Oregon state highway commission.

In 1904, when the structural work was first started on the Zambesi bridge, a huge net was stretched underneath the workers. Luckily it had to catch nothing more important than a few bolts and tools, but it was not long until the workmen protested and it was taken away.

These "cowboys of the sky" gave no thought to the roaring Zambesi river beneath them, or to the pounding of Victoria falls, one of the world's largest cataraacts, which was once known by the name of Mosi-o-tunga, "smoke sounds there," a native title coming from the perpetual cloud of smoke-like spray that rises 300 feet above the upper water level. These things bothered them not at all. But the thought of a net spread out to catch them was too much. It made them nervous. And not an accident was recorded after it was taken away.

Construction of the Oregon trunk bridge over the Crooked river canyon had one problem that will not face the contractors on the present job. In 1910 when the preliminary work on the foundations was started there were no rail transportation facilities at hand.

The new highway bridge will cost \$100,400. It will have a main span of 330 feet, 8 inches, with approximately 100 feet of concrete approach. Its construction will require 720 cubic yards of concrete and 700,000 pounds of structural steel. Kuckenberg and Whitman, contractors, are expected to start work about the middle of this month, and the contract calls for completion by April 1, 1936.

The bridge is 340 feet above the water level of Crooked river, almost a worthy companion to the Zambesi span itself, which is approximately 460 feet high. In comparison the new arch of the Michigan Central railroad over Niagara is but 240 feet high.—Sunday Oregonian.

## Musical Organization Art Asset

We read recently where the director of music in the Oakland, Calif., schools said that "if you'll teach a boy to blow a horn he won't be so apt to blow a safe." As soon as we deplored the fact that the smaller towns of the country are fast drifting away from the old idea that a brass band was a fine asset. We feel sure that Vernonia citizens will agree with him there. Nothing gives our smaller towns more good advertising in territory surrounding them than a well-organized, well-conducted brass band, and nothing aids more in employing the leisure time of our young men than being members of such an organization. We're sorry to see the radio and the phonograph replacing this fine old institution, for while they afford much pleasure they can never bring the thrill that comes from music rendered by "home-town boys" and they can never give the town the fine reputation for progressiveness that the home-town band can give.—Vernonia Eagle.

## First Church of Christ, Scientist

Services in church building Sunday, 11 a. m. Sunday school the same hour. The reading room is maintained in the Devotion building. Room 8 is open week days from 9 to 5, with an attendant in charge from 3 to 5. The Wednesday evening service at 8 o'clock. Lesson subject: "Christ Jesus."

## St. Mary's Catholic Church

First Mass, 8 a. m. and second Mass at 10:30 each Sunday morning. Evening devotions at 7:30 o'clock tomorrow, Friday, evening and Sunday evening. Tel. 3132. Father Joe Smith, Pastor.

## CONVICT TRIO VISIT HERE

(Continued from first page)

"Tell them," he said, "that I have never killed anybody, that I have never carried a gun, never shot anybody or blackjacked anybody. I had no desire to kill any of the posse that were hunting me. But I was desperate those first few days and would have gone any length to have prevented capture. I never expected to be taken alive. I didn't intend to be."

Indeed, Saturday afternoon, when the Portland officers overhauled them in a little woodland glen eight miles east of Goldendale, Kelley pleaded with the officers to shoot him.

"For God's sake, shoot me quick," were the first words uttered after the officers had commanded the two to "stick 'em up!"

"I meant it, at the time," said Kelley, who then explained to the question of newspaper men that he had lost the little bottle of cyanide of potassium with which he intended to kill himself. He said he thought it dropped out of his pocket Friday night when he was climbing a fence at Blingen. Kelley said he found the cyanide in a black-salt shop near Moulton.

"They use it, you know, to temper steel implements," he said.

Willos talked as some do who have led lives of wickedness and who have recently been on the mourners' bench at an evangelistic meeting. His statement for the press was issued to the youth of the land.

"Tell 'em to go straight," he said. "It doesn't pay to get in with the wrong crowd. I have made up my mind to go back and be good. I hope what I have to say may have some effect on the young boys growing up."

Willos said that the newspapers and the officers had been incorrect in statements about his family. He declared that he was not mixed Indian or Mexican. His family affairs he refused to divulge.

"I've got a good Christian mother," he said, "and if I told you my real name—it's not Willos by a long sight. You would learn of my downfall and be broken-hearted. It hurts me when I think about my mother. It would kill her to know."

Willos and Kelley on the way down from Hood River told of their trip with Murray from Portland. They remained in Portland only about two hours. The trio was left by young Newman, they said, at Tenth and Madison streets (previously reported as Tenth and Washington). They made their way into Mock's Bottom, where they deposited their rifles. Thence they hastened to the O-W. R. & N. freight yards and caught a through freight, leaving it at Hood River.

The men, according to their story, arrived in Hood River before day-break and went into immediate hiding in the Columbia jungles.

Willos said that he walked up through the business section of Hood River, Saturday night while the officers and their captives stopped in front of a restaurant awaiting the preparation of sandwiches. J. C. Devin, Hood River traffic officer, kept the crowd back from the auto. Willos said he recognized Devin, because of front gold teeth, as a man to whom he spoke last Tuesday while on his promenade.

Early Tuesday night the convicts caught a freight train for The Dalles, going then to the point where the O-W. R. & N. trucks pass under the Oregon Trunk rail line. Here Wednesday night they walked across the Oregon Trunk Columbia river bridge to Fallbridge, spending the day hiding in Columbia jungles near that city. At night they provided about houses, pilfering. Somewhere in the Fallbridge vicinity Kelley said he found an old safety razor blade with which the men shaved, he removing his beard for the first time. He left his mustache.

The men sought a westbound Seattle, Portland & Spokane freight train after midnight Thursday and arrived at Blingen just before day. They brandied the utterly false stories of Blingen men to the effect that they had visited stores there. The men said they did not leave their concealed camp until well after dark. There may have been two vagrants, one excessively tall and the other underweight, in the Blingen vicinity, but the two convicts denied having seen any such men.

It was at Blingen, soon after the arrival of the trio, they said, that the quarrel between Murray and Willos occurred.

"My determination to break into an old baggage car had nothing to do with the quarrel," said Willos, "for there wasn't any baggage car there. We mixed—not a fight, but just a nasty disagreement—because Tom wanted all of us to get on the next westbound freight. Kelly and I wanted to get to the east. It made Tom mad and he just simply decided to leave us."

Willos and Kelly said they planned their get away in the automobile stolen at Blingen as they proceeded with their series of burglaries. They entered the Lewis store primarily to appease their hunger. Finding an unlocked safe and till handy they helped themselves. They also fitted themselves from Mr. Lewis' stock of shoes and took along extra pairs.

The machine carrying the convicts came in over the Base Line road, reaching Twelve-Mile house, where it was met by Charles J. Wilson and Harry Hilditch, traffic officers, about 9:30 p. m. As the automobile entered the more populous section of the city the traffic officers paced ahead with their sirens wide open in order to warn traffic from intersecting streets.

As soon as the news flashed from Goldendale of the capture, crowds gathered at every town through which the convicts were brought. At least 1000 men, boys and women massed about the machine while it was waiting in front of the Hood River restaurant. So dense was the jam of humanity that it was a difficult task to clear a way for the machine to leave.

Guests at the Columbia Gorge hotel had a glimpse of the convicts when the officers stopped there to telephone. "The Lord works in mysterious ways his wonders to perform," was the way Officer H. Christofferson and his associates shed up the activities or lack of activities on the part of mid-Columbia peace officers in the hunt in Klickitat county for James Willos and Elmore Kelley Saturday. While three mid-Columbia sheriffs, William Edick, of Hood River county; Sheriff Gordon, of Skamania, and Sheriff Warwick, of Klickitat county, Washington, were early on the scene, none of them made any move to send out organized posses. The officers knew that the auto stolen from the Rippold family had traveled north from Lyle, for Sheriff Warwick himself, en route from Goldendale to White Salmon, had identified it after meeting it 18 miles north of Lyle.

The officers, however, concluded that vagrants, instead of the convicts, had perpetrated the burglaries and made off with the car. Then, too, there seemed some mixup about the instructions from Warden Dalrymple before

starting the posses. When instructions failed to arrive about 10 o'clock, the posses simply melted away. Sheriff Edick returned to Hood River.

Let it be said for the visiting sheriffs that they displayed more initiative and an eagerness to be off on the chase of the Rippold car than did Sheriff Warwick. They were guests, however, and the proper amenities had to be observed.

Scarcely had the posses dissolved when the quartet from the office of Sheriff Hurlbut arrived on the scene. They were: H. Christofferson, George Jackson, Pete Rexford and Constable Ed Gloss.

This is the story of the capture as told by all four of the men, each telling of various episodes:

"It didn't take us long to satisfy ourselves that the burglaries were committed by Kelley and Willos. We figured that they would head up the main road through Goldendale, reaching there about 5:30. We did not stop until we passed through Goldendale, and inspect every intersecting road. It was just eight miles east of Goldendale that we found car tracks partially covered over with dust."

"We left our car and silently walked into a small ravine. In less than a quarter-mile we all simultaneously saw the two men, seated directly in front of us. I thought sure sure they would hear the click of some of our guns as we threw in the shells. But they remained seated until we covered them, and then both rose like jacks in a box, their hands extended."

Kelley was unarmed and Willos carried a fully loaded .38-caliber revolver. We tied their hands behind them and walked them to the car. There we untied their hands.

The men were brought all the way to Portland without handcuffs. They were made to fold their hands in an attitude of prayer in front of them, and Constable Gloss kept an electric flashlight playing over the hands. The convicts had words of highest commendation for the officers, declaring them the whitest bunch they had ever met.

## MUSIC LOVERS WILL HEAR EMMEL

(Continued from first page)

quiet beauty running through this piece that is fascinating to say the least. The last piece, by Schubert, is called "March Militaire." Imagine the sound of a brass band far in the distance. As it draws closer the pulsating rhythm of the march becomes more intense until in crashing sounds the procession passes before you in all its splendor. Such is the picture of this great march.

The opening group of the second section is devoted to folk music. Grieg and Grainger are the two composers represented. Both of these writers composed much music based on the songs of their native lands which are respectively Norway and Great Britain. The first number is a composition by Grieg, "To Spring." It is a peevish little piece and is full of weird, northern harmonies. The second number, by Grainger, is his adaptation of a sea chanty, which he has entitled "One More Day My John." This work is a dream-like song about a voyager again.

The last number of the group is the "March of the Dwarfs" by Grieg. The piece is stormy in character and portrays a clumsy procession of those

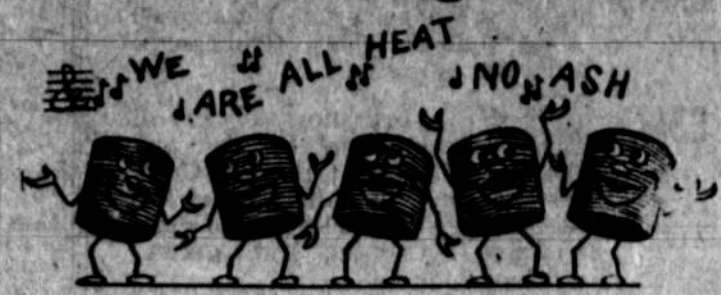
off band of creatures who live under footstools, and the like.

Following this group are two pieces by modern writers, Dett and Chamblade. "The Juba Dance," by Dett, is a typical negro clog dance. It is very characteristic of the negro because it portrays the social life of the negro race. "Juba" is the stamping on the ground with the foot and following it with two staccato-like pats of the hand in two-four time. At least one-third of the dancers keep time in this way, while the others dance. The orchestra usually consists of a single "fiddler" perched high on a box or table; who, forgetful of self in the hilarious excitement of the hour, does the impossible in the way of double stopping and bowing.

The second piece is by Chamblade. It is entitled "Autumn." A beautiful melody runs through the first part of the piece, followed by a storm picture and closing with a repetition of the first theme.

The closing number is the "Second Hungarian Rhapsody" by Liszt. This number is concerted extensively throughout the world as it is a very popular composition. A "rhapsody" is meant to illustrate a kind of irresponsible improvisation, in which, while the composer does not bind himself to any of the regular forms, he nevertheless produces music which is not only attractive at the moment, but of lasting charm. The rhapsody consists of two parts: A Lasso or slow, gypsy-like movement, and a Friska or a wild, barbaric dance movement. Liszt wrote 15 of these Hungarian rhapsodies. The general idea of all is the same. They are based on the musical habits of the Hungarian folk, and are presented in an artistic, highbred style.

## GAS BRIQUETS



# Buy COAL NOW!

**D**UE to the unprecedented bumper crops that are reported throughout the west, a critical situation as regards the coal supply may arise.

Coal has to be transported from the mines to the dealers over the railroads. Farm crops likewise have to be carried to the markets over the railroads.

Crops are perishable—hence they must be given the right of way, during the Fall harvest

season, over every other commodity.

This Fall the bumper crops will tax the railroads to capacity, resulting in many cars being commandeered for foodstuffs. It is feared that a car shortage will seriously affect the movement of coal.

Some will gamble on the outcome. But the prudent will not. The prudent will buy coal now and be assured of comfort next winter.

## ROYAL COAL STORES PERFECTLY.

Royal coal is famous for its ability to store without deterioration. It will be as good next spring as it is when first put in your bin. Its heating qualities are well known. It is the best coal you can buy.

Phone 4251—TODAY—and order your COAL at Summer Prices!

# TAFT TRANSFER CO.

HOOD RIVER, OREGON

## 10 YEARS IN HOME TOWN NEWSPAPERS

In 1915 there were 2,445,000 automobiles in this country.

It seemed a tremendous number.

Some people were already talking about "the saturation point" being not far ahead.

But if there were some men who couldn't see the woods for the trees, there were others whose faith never faltered.

It took a lot of vision for them to see that the true market for the automobile had hardly been touched.

It took a lot of courage for them to bank on the ultimate success of the automobile in that market.

They had both.

Back in 1915, the United States Rubber Company said "The real future of the automobile is not in the big cities but away from them."

It is not in short runs on city streets, but in mile after mile on country roads.

So back in 1915 the United States Rubber Company began to prepare for this movement—and to help it.

In 1915—ten years ago—the first U. S. Tire advertising began to appear in the "home town" papers. Few people saw these papers in their true dimension.

Few realized the influence they had on what the people thought and did and wore and bought. Because few people realized the places they filled in the minds and lives of their readers.

The United States Rubber Company saw.

As clearly as it saw that the development of the automobile would be in

the smaller communities, it saw that the people in these communities would have to have tires to measure up to the service and tire merchants to sell them.

And it saw that in the "home town" newspapers it had, ready to hand, the medium to help it put tire merchandising where it would have to be in the new era of the automobile.

So ten years ago people began to read the first U. S. Tire Advertising in their "home town" paper—over the name of their "home town" dealer.

They have been reading it ever since.

They have seen these home dealers develop their little "side line of tires" into real business—always with the support of "U. S." Advertising in these local papers.

Co-incident with the tenth anniversary of "home town" advertising by the United States Rubber Company, this company announces another long step forward in the perfection of automobile tires—the greatest since the introduction of the cord itself—in its perfected Latex treated—Web Cord Royal Balloon Tire with the flat low pressure tread.

Today there are 16,000,000 automobiles in this country.

Eighty per cent of them are owned by men and women on the farms and in the smaller communities.

Where there was one U. S. tire dealer in the small towns then there are hundreds today—real merchants.

What was only a vision in 1915 has come true in 1925.

Searches of records and reliable abstracts make by Oregon Abstract Company, A. W. Osthank, Manager, 505 Oak Street. Phone 1821. j726-11