

DEER AND BEAR ABOUND IN MOUNTAINS; STATE HAS WILD GAME OF MANY KINDS

Tourists From All Over World Are Learning of Oregon's Fame As Hunters' and Fishers' Paradise—Recreation Found in Its Borders Held Worth Crossing Continent For.



A Day's Bag Of Ducks And Geese Near Bend.

By Carl D. Shoemaker, State Game Warden.

THE people of Oregon have long appreciated the wild life within the borders of the state. More recently the people of the world have become acquainted with salmon fishing on the Willamette, steelhead fishing on the Willamette, steelhead fishing within the Cascade forest ranges. Each year sees an increased number of tourists who are attracted to this state for the purpose of enjoying its outdoor resources.

From the summit of the Cascades to the ocean beaches on the west and across her rolling plains to the eastern border, Oregon abounds in fish and game. In her mountain fastnesses are to be found deer and bear, big game animals which afford real sport to the lover of the chase. The forests are easily accessible by automobile from the principal railroad stations, and where the roads cease good government trails begin.

There is no better recreation for the tired business or office man, tourist or farmer, than a week or two somewhere in the mountains or plains of Oregon. Cool, refreshing springs and creeks add luxury to the meal cooked over a camp fire and a bed of fir boughs under the starry dome of night brings a sleep from which one awakes refreshed and vigorous.

Recreation of the kind that one finds in Oregon is worth crossing continents for. It gives new life and brings one back to the occupation which he left in better spirits and more capable of tackling the duties of his life.

For the man who hunts, Oregon offers a multitude of choices. Deer are plentiful in the coast, Cascade and eastern Oregon mountains. With the gradual extinction of predatory animals, deer are multiplying more rapidly than they are killed. With an increased respect for game laws

and the desire on the part of sportsmen generally to observe the game laws more rigidly, deer will remain on the increase for years to come. It is probable, however, in order to stabilize the number, it may be necessary to curtail the length of the season as well as the bag limit. This is a problem for the future. Bear, which are unprotected, seem to be on the increase in all of western Oregon, while in the eastern Oregon districts they seem to be gradually decreasing in number, due to the vigorous hunting of them by stockmen and predatory animal hunters.

There was a time in this state, as well as other states, when geese, ducks and other migratory waterfowl were shot by the thousands and literally wagonloads hauled in to the populous centers at all seasons of the year. This condition could not exist forever and gradually the migratory birds became fewer in number.

With the elimination of spring shooting and the curtailment of the fall and winter season, and the cooperation with the federal government in the enforcement of the migratory bird act, a restoration of good shooting is being accomplished. Thousands upon thousands of mallards, teal, widgeon, canvas-backs and other varieties of ducks are bagged each season and afford not only excellent sport but excellent sport and recreation.

Pheasant Shooting Afforded. In the valleys and fields and along the streams, pheasant shooting may be had. This wonderful imported game bird is worthy of the sportsman who shoots it. In some one down he feels well repaid for his time. The fish and game commission is wintering nearly 3000 of these birds for liberation early in the spring in order that those portions of the state where birds are not so plentiful may have good shooting next fall through the natural increase. Quail, on which there is no open

season except in Coos, Curry, Josephine and Jackson counties, seem to be on the increase. Sportsmen generally observe the closed season on this splendid little game bird and are anxious, as is the fish and game commission, to increase the supply through the closed season. If the increase is as rapid in the next few years as it has been in the past, a short open season will be advisable in the near future.

In eastern Oregon sage hens and prairie chickens are fairly abundant in certain sections and sportsmen, as a rule, are able to get the bag limit in a short time.

Grouse of all varieties, while not as plentiful as Chinese pheasants, nevertheless seem to be on the increase. It must be observed that the number of sportsmen in the state have increased materially within the last few years. The lure of the outdoors has made many recruits and our forests and fields are hunted more extensively now than ten years ago. Every trout stream in the state has 20 anglers on it in a season where formerly there was but one.

The tremendous increase use of the automobile and the rapid extension of good highways have made people take a greater interest in nature. In 1914 there were about 15,000 automobiles in the state. The year just passed showed a registration of more than 80,000. During the summer season these automobiles make regular week-end trips to our ocean beaches and mountain resorts. A fish pole and gun are usually packed in the machine and the family enjoy a day or two beside the water or in the depths of the forest. Let us all work together to the end that Oregon's outdoor playground may be perpetuated; that the game hog may be put down, and that true sportsmanship may not be forgotten, for in the final analysis game protection sentiment lies in the heart.



The End of My Search for an Ideal Car

By H. J. McIntosh

THE announcement of our securing the Kissel Motor Car and Truck Franchise for the State of Oregon is to me much more than an ordinary announcement of interest and importance.

I regard it rather as a personal achievement of which I may feel justly proud—the end of a search for what I believe to be the masterpiece of American motor car manufacture.

Ours is not just a commercial organization for the mere buying and selling of motor cars at a profit. We take, rather, the long viewpoint that we can only entrench ourselves in the good will and confidence of the public by rendering to the motor car buyer the same dependable guidance and service a responsible diamond merchant renders to those who have learned to have confidence in him.

And so I have always been an intimate student of the motor car industry. I attend the National shows, visit the various factories, mingle with the men who are responsible for the development of the automobile, study worth-while trade publications and qualify by every sincere effort to intelligently and properly guide you in your selection of an automobile.

In my search for a car that I could afford to link with my name I have sought a car of mechanical excellence and consistent—not "stunt"—performance, which embodied those elements of exclusive design and appointment usually found in only the most costly made-to-order jobs.

I could not, of course, consider associating with such a car except it came from an old established manufacturer, with ample facilities and capital to build—not assemble—the car.

I looked for this car only in that price class which takes in a type of substantial buyer, who is critical, who knows car values and who seeks to exhibit in his motor car that same fine taste which marks his home, his personal grooming and his selection of associates.

I found that car in the Kissel "Custom-built" Six. It measured up to the very ideals I had pictured and found so hard to realize—the combination of mechanical efficiency and proven performance, with a degree of smartness and refinement that will establish the pace in motor car design for years to come.

Pictures could not do justice to the character and beauty which Custom Building has made a reality in these new "Kissels"—and space does not permit a discussion of mechanical details. These will be taken up in a subsequent announcement.

I am counting upon your availing yourself of the privilege of looking the cars over and of driving them in your own favorite test.

I want to personally meet every Kissel passenger car and motor truck owner in Portland and Oregon.

A new era has opened for both of us—I want to tell you as well as prospective owners all about it.

You will find my office door wide open. "Welcome" is on the mat. Walk in!

Dealers throughout Oregon who, like myself, have been searching for a motor car of unusual appearance and performance and exclusive design at a moderate price, will be interested in our territorial programme.

H. J. McIntosh

McINTOSH MOTOR CAR CO.
Twenty-Third and Washington, Portland, Oregon

PORTLAND CENTER OF NUMEROUS FINE DRIVES

Most Famous of All Is Columbia River Highway, but Others With Varying Degrees of Quietude and Grandeur in Plenty Are Easily Accessible to Pleasure Seekers.

PORTLAND is the center for numerous scenic automobile drives. So many that the motorist can set out from town in almost any direction, traveling aimlessly if he has no set goal in mind, and end up on a scenic highway. There are dozens of such answers to the old motoring query, "Where shall we drive to-day?"

Most famous of all the scenic drives, of course, is the Columbia river highway. But the need to go far for scenery of a quieter sort. Rivers, hills, nearby mountain ranges, snow peaks in view and trees, make virtually every road a scenic one. Not the least of these attractions are the trees. No need for artificial beautifying of scenic drives by planting trees along them when they are already lined with the tall, graceful evergreens that nature has planted.

Many of these drives are virtually within the city. Others lead out from it. Such scenic roads as the upper and lower Columbia river highways, the inland highway to Astoria, the road to Mount Hood, the drive to Bull Run lake, the Capital highway to Salem, which is the west-side branch of the Pacific highway, the Pacific highway itself, all center in Portland.

First in importance of the scenic drives within the city comes the Terwilliger boulevard. This is the gateway into Portland of the Capital highway from Salem, which enters over the hills to the south.

Terwilliger boulevard is the city end of the Capital highway. It swings around and along the hills to the south and west of Portland in broad curves, climbing on an easy grade to an elevation from which is spread a truly beautiful view of great part of the city and adjacent country.

Tourists coming into Portland from the south get their first introduction to the city in this panorama of river, islands, busy industries along the waterfront, bridges, west-side mountains district, miles of the residence section on the east side, the distant silver ribbon of the Columbia and the far-away Cascade mountains with the snow peaks of Hood, St. Helens, Adams. Here is an exception, indeed, to the rule that entrances to big cities generally present them at their worst. It has been said that no city in the world is so impressively presented to the visitor as is Portland in this view from Terwilliger.

Another scenic drive, which affords even a grander view of the city, river and mountains than that from Terwilliger boulevard, because of its much greater height, is the Fairmount drive. This road circles Crescent Crest, the highest of the series of hills that flank Portland on the west. It is reached by way of Montgomery drive, itself a rarely scenic route, which extends from the head of Montgomery street up to the Heights through one of the finest residential sections of the city.

Fairmount drive is a two-way boulevard, traffic being permitted over it in one direction only because of its many curves as it winds its

way for more than three miles around the hill, forming a complete loop. Half the drive overlooks the broad green plain of the Tualatin valley, which is separated from Portland by the range of hills of which Council Crest is one. The remainder of the driveway from a high elevation looks out over the city and mountains.

On a clear day there can be seen from Fairmount drive not only Mount Hood, Mount Adams and Mount St. Helens, but also Mount Rainier, far to the north; Mount Jefferson and the Three Sisters, to the south—seven great snow peaks in all, rising above the timbered ridges of the Cascades. Through passes in the hills west of the city, three scenic roads curve over the ridge and down into the Tualatin valley. These are the Canyon road, turning south from the head of Jefferson street; the Barnes road, which starts due west from the head of Washington street, but a couple of miles out turns south, and the Cornell road, which heads southwest from the head of Lovejoy street.

The Canyon and Barnes roads climb the ridge on quite a sharp gradient.

One of the pleasantest short drives within the city limits is that on Willamette boulevard to University Park. This paved boulevard follows the top of a bluff on the east side of the Willamette river below the main part of the city. It presents a beautiful view of the west side, including the skyline of the business district and of the lower harbor. From Willamette boulevard the motorist can easily reach any of the two approaches to the interstate bridge across the Columbia river to Vancouver, Wash.

These approaches cross green meadows bordering on the Columbia. This trip, in combination with that over the Willamette boulevard, makes a delightful short drive for afternoon or evening.

All these are short drives mostly within the city or going only a short distance beyond its limits. There are any number of longer tours for the motorist who wishes one or more days' driving and picnicking. One, of course, is the Columbia river highway. Another the run down the lower Columbia river highway, both of which are too well known to require description. Still another is out the Capital highway to Newberg, 25 miles, through an entrancing landscape of farms, green meadows, low hills and graceful trees. Continuing beyond Newberg, if he wishes, the motorist may drive to McMinnville and Sheridan in the Yamhill valley, and thence over the Coast range on a fine road newly completed to the Tillamook country and the ocean. Or, taking the route to Salem and points in the Willamette valley.

And then there is the run to Government Camp, at Mount Hood, and the various summer hotel resorts, Arrah Wana, Welch's, Rhododendron, on route there. This is a great favorite in summer. The preferred route is out the Base Line or Powell valley roads to Gresham, the latter being the more scenic, and thence out the Mount Hood road through Sandy, past Arrah Wana and to the Zigzag river at Rhododendron.

This road for many miles follows the scenic canyon of the glacier-fed Sandy river. Beyond Rhododendron it plunges into the outstanding mountains that guard Mount Hood. From this point there is almost a continuous climb up and up the road, sometimes through timber, sometimes through great groves of rhododendron in bloom, round rocky projections and beside canyons. Many roaring torrents are crossed on the way. It is a long pull and a hard pull, but

point a grand view is presented of both sides.

Another favorite drive on the west side is that via the Riverside drive south from Portland along the Willamette river bank to Oswego, six miles from the city. This is a delightfully cool, pleasant motor ride along a fine road, bordered by suburban estates on one side and the river on the other. From Oswego the motorist, by continuing a few miles, can cross the suspension bridge below the Willamette river falls at Oregon City and return on the east side to Portland over a scenic portion of the main Pacific highway.

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ment Camp for the ascent of Mount Hood.

From Government Camp a mountain road that is passable for automobiles in summer, but shouldn't be tried by one not familiar with it, crosses the mountains to the Central Oregon plain at Wapinitia. It passes through some of the heaviest timber in Oregon, and also climbs some of the steepest hills.

These are by no means the extent of the scenic tours that may be made

out of Portland. There is the trip to Trout lake and the Mount Adams country in Washington, for instance; to Mount St. Helens, also in Washington; the run up the North Bank highway on the Washington side of the Columbia to White Salmon, via Vancouver, Beacon Rock and Stevenson, a scenic highway that in some respects even surpasses the others. Merely the Willamette river high-touring possibilities available to motorists would require a column of trip to Silver Falls, near Silverton; space.

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