

# CENTRAL OREGON NEAL FOR OUTING

### C. C. Chapman Describes Joys of Motoring Through In- terior of State.

## MAGIC PANORAMA VIEWED

### Vast Unsettled District, Rich in Agricultural Resources, Pre- sages Wonderful Future for Portland.

BY C. C. CHAPMAN.

For long Summer tours Central Oregon offers inducements of the most attractive character. This is the unanimous verdict of all who have motored over the high plateau region in the unsettled portion of our great state, and it is abundantly borne out by the experience of the Portland Automobile Club pathfinding party, which recently made a 2000-mile trip into Central Oregon, accompanied by officials of the Central Oregon Development League and the Portland Commercial Club.

Contrary to prevailing ideas, Summer travel is cool in Central Oregon. The sun shines there most of the time, it is true, and to this circumstance is due the impression of a perfect day. This fact is groundless. The altitude is not less than 4100 feet in any part of the great plateau, and at this high altitude and in the dry atmosphere, the sun loses its power to enervate—in fact, it seems to invigorate. Moisture evaporates instantly from the body, keeping it cool and comfortable. The nights, too, are cool, in fact, most of them are cold, so the entire effect of the Central Oregon trip is a tonic. Two weeks motoring in Central Oregon fills one full of new ideas.

**Trip is Invigorating.**

For we who live the balance of the year in a lower altitude there is nothing more exhilarating, nothing of greater benefit, than going into the high, dry plateau country. Spending across it cool and comfortable in the bright sunshine, and seeing its countless wonders, one is greatly impressed with the beauty and richness of Oregon.

It is only from the Central Oregon side that one can gain any conception of the grandeur of the Cascade range. Once the car is out in the open, there are no hills to obstruct the view. The same peaks that are visible from Portland, including Mount Bachelor, Stevens and Mount Adams, as well as Mount Hood, are viewed from all the high elevations south of The Dalles. In addition, ten other snow-capped mountains, many of them almost as large as Mount Hood, are seen at one sweep of the eye.

The sky-line far exceeds in grandeur anything that can be viewed elsewhere on the American continent, with the possible exception of Colorado and Alaska. In addition, the mountains, forest, river and plain, precipitous rims and dismal canyons afford a scenic environment that would abundantly repay a trip across the continent to enjoy.

**Wild Game Cross Path.**

While game is seen almost daily. Porcupine, badger and coyote are commonly and in the mountains are occasionally get a glimpse of a deer, while on the great plains and in the mountains of the southeast, bands of antelope are sometimes seen straggling away from the approaching car. Fragrant mountain lilies, mariposa lilies, and tiny flowerlets of countless varieties bedeck the hills. Sometimes the entire hill is pink or purple with bloom.

There is infinite variety of bird life—eagles and gulls, giant hawks and great horned owls, pelicans, cormorants and kingfishers, ducks, geese, herons and cranes—sometimes swans—great, beautiful swans, glistening white in the sunshine.

Forests of giant pine, containing no brush to obstruct the view of tall and clean yellow trunks shade many miles of road in this interior country, yet the country is so treeless that one can see for days with not more than a sight of timber on distant mountain tops.

Nearly all of these level plains are all the same, and the mountains, some of them are so large that three or four of our Willamette counties could be dropped into one without touching the mountain at the rim.

**High Altitude Reached.**

For Portland motorists The Dalles is the best and most convenient starting-place. Machines can be shipped there expeditiously and inexpensively, and the best hotel accommodations can be obtained there overnight, preparatory to an early start in the clear morning atmosphere.

Out of The Dalles it is a steady climb over good roads. Within an hour an altitude of 1500 feet is reached. A drop into Dufur, 15 miles from The Dalles, and then another steady climb of 20 miles more to an altitude of 3500 feet, where one of the most beautiful panoramas is full before the eye—twelve snow-capped peaks of the Cascade range, the Great Gorge of the Columbia, the Simcoe Mountains of Washington, just this side of the Yakima Valley, the vast checkerboard of wheat fields in Sherman and Wasco Counties, the Deschutes Canyon and valley after valley to the south—all are spread before them.

Then follows a ride down Tygh grade, a winding road along the side of a canyon by the road dropping 1200 feet in four miles, and every turn bringing a new view. The latter turns reveal the emerald Tygh valley, a gem of vivid green set in the gold of a grain-harvest landscape.

**New Road Is Good.**

Side trips into the Wamie country along the old Barlow road, laid out in 1845, and made famous by the immigration travel of half a century; also, a fine farming and timber country, toward the spending of a day. Then on across the Deschutes Canyon over the new road at Maupin's bridge, a road of easy grades and good condition, which has taken the place of the celebrated old steep road at Sherar's toll bridge.

An altitude of 3500 feet is reached in Sherman County where a magnificent panoramic view of the entire region is viewed. Through Shaniko into Antelope Canyon, past miles of old stock ranches along Antelope Creek, and up a gradual ascent to the new Agency Plains country, where the first view is of a homestead country settled up as the result of the construction of the railroads up the Deschutes Canyon. The condition to which this great plain has been developed by homesteaders, the crops seen here, the character of homes and the kind of people, furnish the first great example of what the vast plains of interior Oregon hold for future Portland in the way of possibilities.

**West Side Route Favored.**

The agricultural communities of Madras, Metolius and Culver, along the new railroad, are visited over excellent wagon roads. The motorist then can go either along the railroad line direct to Redmond and Bend, or, what is better,

## EUGENE'S NEW FIRE APPARATUS BEING DEMONSTRATED BEFORE MAYOR BERGER AND PORTLAND FIRE DEPARTMENT OFFICIALS.



CROWD WATCHING NOTT MACHINE PUMPING STREAM TO TOP OF CONGRESS HOTEL.

visit Prineville and spend a day at that old interesting and celebrated Central Oregon city.

Redmond is only 17 miles from Prineville, and in going over that road there is an excellent view of the irrigation possibilities. The demonstration farms recently installed by representatives of the Portland Commercial Club, the railroad, Crook County Court and the Oregon Agricultural College are well worth a visit at Redmond and Metolius.

The trip from Redmond to Bend is short—about 30 miles—and should be taken on the west side of the Deschutes River, the scenic interest being far greater, roads in better condition and an opportunity afforded of seeing the irrigation project at Laidlaw. At Bend, the great pine forest is reached, that enterprising city being the dividing point of the lumber and irrigation districts.

Next week Mr. Chapman will describe the route from Bend to Lakeview.

## EUGENE BUYS APPARATUS

### DEMONSTRATION WITNESSED BY FIRE CHIEFS.

### New Machine Combines Fire Engine, Chemical Engine, Hose Cart and Speedy Automobile.

Fire officials of Portland and Mayor Berger, of Eugene, were interested spectators at a demonstration of the efficiency of the Nott fire apparatus given here Tuesday. This machine is a new force in the movement to motorize the fire departments of the world and is distinctive in its design and mission. Combined in the one apparatus are a fire engine, chemical engine, hose cart and automobile. The power which propels the machine is the same that is used to run the pump, which is entirely separate from other parts.

Progressive Eugene is the first city in the Northwest to procure a fire-fighting apparatus of such an expensive character. The machine used for the demonstration was the one recently purchased by that city.

More than 500 gallons of water a minute, against 150 pounds pump pressure, is the capacity of the Eugene machine. The motor, 54x38, has a rated horsepower of 53, making its pumping capacity ten gallons to the horsepower.

The four-cylinder, 53-horsepower model is the smallest type of this machine made. It has a speed of 40 miles an hour on level road.

The apparatus is the invention of Herbert Pennock, who was in charge of the demonstration. It is manufactured by a Minneapolis company.

## Birthday Party at Seaview.

SEAVIEW, Wash., Aug. 3.—(Special.)—Naomi Levy celebrated the 11th anniversary of her birthday Wednesday, entertaining 11 of her little friends for the occasion. The afternoon was pleasantly spent playing games, after which a fine birthday cake was served with ice cream. Those invited were Eloise Lowenson, Dorothy Yeo, Elsen Green, Helen Stout, Ralph Baker, Frankie Yeo, Russell Wood, Arthur Markewitz, Sam Levy and Teddy Levy. Mrs. Levy was assisted in entertaining by Mrs. Markewitz and Miss Ethel Cohn.

## Government Buys Studebakers.

The United States Government, for a half century one of Studebaker's best customers, has just purchased eight more Studebaker cars for work in the Reclamation Service and the Indian Bureau.

## TOUR IS IDEAL ONE

### George L. Baker Boosts Olympics to Auto Owners.

## ROADS SMOOTH AND HARD

Portland Theater Man Asserts Run From Tacoma to Hood Canal Head Is as Good as Crater Lake Trip.

## ANNUAL EVENT PLANNED

### Hood River Valley Will Perpetuate Horticultural Chautauqua.

HOOD RIVER, Or., Aug. 2.—(Special.)—The commercial organizations of the Hood River Valley have planned to make the Horticultural Chautauqua a permanent event, to be held in some scenic spot of the district of the apple growing community in the month of August each year. As the Blossom Festival is an occasion of entertaining guests from other parts of the country, the Chautauqua will be a gathering of local citizens and their families, for the most part, to discuss horticultural matters and their interest to all valley growers and to become better acquainted. However, people from other parts of the state, especially horticulturists and their families, are invited to attend the gathering of local orchardists.

The apple growers will pitch their tents this year in Woodworth park at the foot of the noted Lava Beds in the Upper Hood River Valley. The following prominent men will participate in the speaking planned by the invitation committee: Leslie Butler, president of the Oregon Bankers' Association; Governor West; Dr. W. F. Kerr, president of O. A. C.; Dean A. B. Cordley, of the horticultural department of O. A. C.; Samuel Hill, the good roads enthusiast; and L. R. Alderman, state superintendent of public instruction. The Chautauqua will assemble on Thursday, August 22, and continue for three days.

## MORAN WILL REPORT LYNCH

### Umpire Objects to Alleged Rowdy Conduct of Player.

SEATTLE, Wash., Aug. 3.—(Special.)—Umpire Moran said tonight that he would report to President F. B. Jones, of the Northwestern Baseball League, the alleged rowdy conduct of Manager Mike Lynch, of the Tacoma club, on the field in Seattle this afternoon. Moran had two close decisions in succession, and both of them were made against the Tigers.

When Moran called Million out at Canton after being educated in England, announces that he has discovered several gold mines in the Hopalong district and in several other localities.

## Seven Hour Run Delightful.

"After a delightful sojourn there we left for Tacoma at 5:30 on the return trip. The road, which was hard,

smooth and free from ruts and rocks, invited swift going, and despite the fact that we had two punctures and stopped an hour in Olympia for supper, we were in the rain to Tacoma in seven hours. Except for our punctures and the hour we stopped in Olympia, we would have made the distance in a little over five hours. Mr. Cort has several times made it under five hours. There are only two steep grades and in the whole 70 miles I do not believe there are more than two 'bumps' that would bounce one out of the seat.

"Coming through the mountains at sunset was a rare experience. As long as daylight lasted our party marveled at the continuously changing panorama. Lake Cushman, with the sunset lights shimmering on the water, was a hauntingly beautiful picture. All along the way there were scenes of indescribable beauty. Any motoring enthusiast who thinks he knows all the attractive routes in the Northwest can't count on his fingers the incomplete unless he has made this trip."

As an incident interesting to the angler Mr. Baker says that a party of three, including himself, boarded the fish trout in one day from the Snohomish River.

## PORTLAND THEATER MAN ASSERTS RUN FROM TACOMA TO HOOD CANAL HEAD IS AS GOOD AS CRATER LAKE TRIP.

According to George L. Baker, manager of the Baker and Bungalow Theaters, Oregon motoring enthusiasts have heretofore been overlooking one of the most beautiful and most easily negotiated automobile routes in the Northwest. He recently returned from a tour into the Olympics, beyond the head of Hood's Canal.

"I have been over nearly every motoring road in the Northwest," said Mr. Baker before leaving for the East, "and I have never found any trip more thoroughly delightful. Perhaps the Crater Lake trip, because of the surpassing beauty and marvel of that region, might be considered more interesting, but the deplorably bad roads leading into the Crater Lake region are a great drawback, whereas the roads over which my party traveled between John Cort's camp in the Olympics and Tacoma are excellent. They are wide, well kept and with only one or two steep grades. Every mile of the route is delightful, with sweeping views of extreme beauty. Overhanging foliage here and there gives the road the appearance of a tunnel through trees and vines and just now the banks and open spaces are gay with luxuriant masses of canterbury bells and other wild flowers. All along the route are rushing streams and waterfalls, with an occasional lake, reflecting the trees and mountains. To the further delight of the anglers in our party, both streams and lakes yielded plentiful supplies of trout and other fish."

**Cort Camp Is Ideal.**

"We left by boat from Seattle," continued Mr. Baker, "and in the party were Charles McKee, manager of the Tacoma Theater, with Mrs. McKee, Irwin Hallig, of the party, and Mrs. Baker and myself. Mr. McKee shipped his car, a five-passenger Franklin, on the same boat, and when we reached the head of Hood's Canal we boarded the Franklin and set out for the John Cort camp. It is ideally situated and every Summer is crowded with Mr. Cort's friends. Mr. Cort usually has from 20 to 40 people in camp and as they are all there to forget their troubles, it is a most cheerful, invigorating place, with every form of wholesome outdoor sport flourishing. The Cort camp baseball games are famous throughout theatrical circles of the country and the salt water bathing in the nearby canal is a popular diversion. Mr. Cort's guests are not coddled in the luxurious fashion prevalent in so many mountain lodges; the Cort camp is really a camp and the guests eat out of doors and sleep in tents. A chef and Japanese servants satisfy the vigorous appetites and do the rough work, but this is the only concession. The guests are expected to 'rough it,' which they do with great enjoyment."

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## AUTO BUILDING FINE ART

### HIGH STAGE OF DEVELOPMENT REACHED QUICKLY.

### Remarkable Feature Is That Far Passing Through Intricacies Sim- plicity Marks Finish.

"Automobile building can rightfully be considered in the fine arts class," said F. W. Vogler, Red distributor, in commenting on the advancement made in motor car construction. "Perhaps no invention of modern times has called forth as great endeavor on the part of so many people as has the perfection of the automobile. The layman sometimes thinks of an automobile simply as an automobile, without certain knowledge of what goes to make up a car, or of the significance of the industry in its relation to other kinds of business.

"The advent of the automobile opened up a world of new trades and professions that were unthought of a decade ago.

"Like man, who, we are told, is wonderfully made, the motor car is a revelation of wonderful mechanical organisms.

"Thousands of important steps and processes are required in the construction of a standard car and each successive stage was made possible only after exhaustive study and research.

"Never was there greater application and tax of human ingenuity than manifested in this important industry. In a decade the automobile has made greater advance and reached a higher stage of development than has the railroad locomotive in three-quarters of a century.

"Every device represents untold labor and is a testimony of man's creative genius.

"A remarkable thing is that after passing through the countless stages of invention and intricacies of manufacture, the finished product is surprising in its simplicity. This is the ideal and necessary attainment of any article

## NEW CHURCH ABOUT READY

### Hood River Congregational Mem- bers Prepare for Dedication.

HOOD RIVER, Or., August 3.—(Special.)—The dedication of the new Congregational Church building, which is now nearing completion here, will be held on Sunday, September 1. Work has been started on the dismantling of the old building, which was dedicated in 1891. The bell of the old church will be given to the city and will be used for public purposes. It was purchased with a fund raised by popular subscription, about 15 years ago.

The last service was held in the old church Sunday. It was attended by a number of men and women who formerly lived here, who returned to be present for the last meeting in the old church, where they worshipped in the early days.

The new building is built on the site from which the old building was removed last Spring. The lot was deeded to the board of trustees of the church by the Townsite Company, and was a gift of E. L. Smith. The cost of the old church was about \$2000. The new building will cost about \$20,000.

## Do You Appreciate Convenience in a Motor Car?

The White Six, with left-side drive and electric starting and lighting system, makes it possible to reach the driving seat, start and light the car without the necessity of stepping into the street.

This is one of the many reasons why the White is the most advanced car of the present day.

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# Have you noticed the 1913 Automobile Announcements?

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Represents future up-to-dateness and is a six-cylinder car that is not an experiment, but the result of four years' six-cylinder manufacturing experience. The Mitchell is making good now.

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