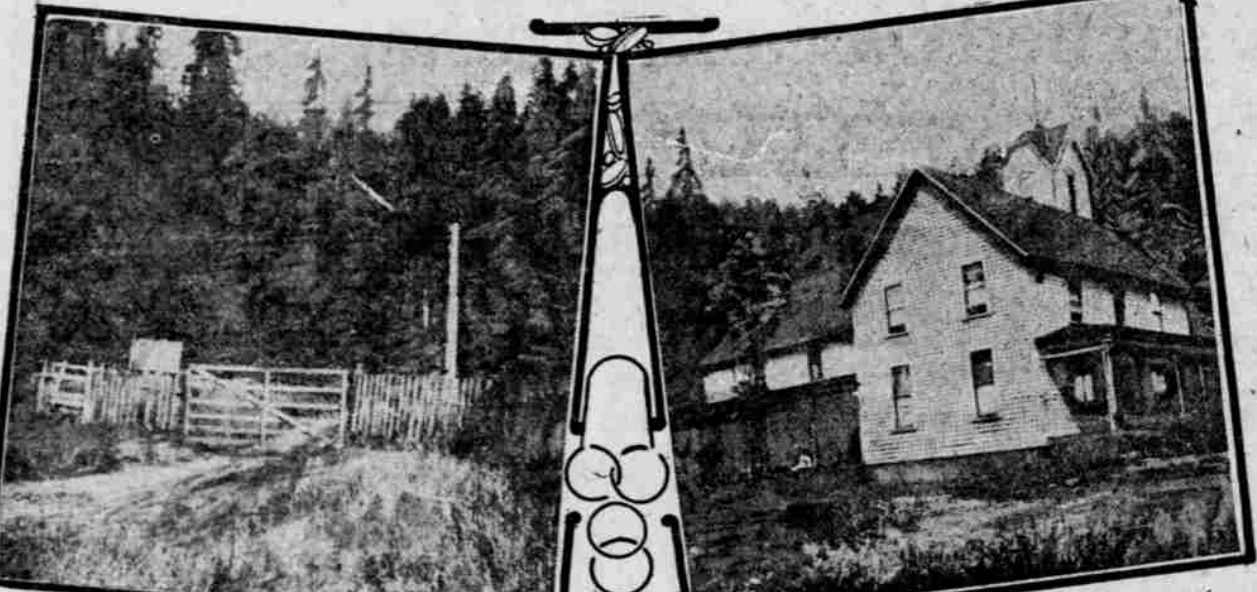


STAGE ROAD OVER MOUNTAINS TO TILLAMOOK KNOWN TO THOUSANDS

Notwithstanding Fact That Railroad Now Penetrates to Country Which It Was Built to Reach, Old Route Is Still Much Used.



The Road Along the Canyon Trask River



Toll Gate Near Trask House, Just Under the Summit

BY H. L. BOWLES.
TILLAMOOK, Or., Aug. 17.—(Special.)—The passing of the old Trask stage road marks the beginning of a new era for Tillamook County. Scarcely eight months ago this road, leading from Tillamook City up the canyon of the Trask River and crossing the summit of the Coast Range at an elevation of 2700 feet into the Willamette Valley to connect with the railroad at North Yamhill, was the shortest route overland into the country. For 30 years it had been the stage route and one of the chief means of communication by land with the "outside."

The few travelers who came into Tillamook over the Trask route tell interesting stories of their experiences. The trip from North Yamhill to Tillamook was regarded with horror by all who were compelled to pass over it. In the days before the railroad, yet during the present summer it has been well traveled by parties in automobiles for the sake of the trip and to reach the best haunts of speckled trout to be found in the swift river, which is easily accessible for nearly half the length of the road.

Before the completion of the railroad, travel had been mainly by boat, freight was always brought in that way and only the mail and a few passengers, who did not like travel by sea and the bad passage over the Tillamook bar, were brought into the valley by the stage line. The older and longer road by way of McMinnville and Dolph was already well known to automobile travelers and even the Wilson River route, many miles longer than the Trask route and not so good a thoroughfare, although it crossed the mountains at a level, was fairly well traveled.

The Trask route seems to come into popularity since the stage route has been discontinued and it is confidently asserted that more travelers have gone up the Trask road during the past summer than during the entire years, while the stage line was in operation.

Last Stage Trip in 1911.
The last trip made over this route by the mail stage was December 4, 1911. The following day, mail from the "outside" reached Tillamook by rail-road, the journey requiring only about eight hours even with the roadbed new and unsettled, whereas the trip from Portland by the Trask River route, only half the distance, required two days.

One may still see on the walls of the hotel offices here, placards advertising the "Tillamook-Yamhill Daily Stage, shortest, easiest and quickest route to Tillamook, elegant scenery and big trout," and note the time tables and pictures of the old-fashioned, four-wheeled stagecoach stage coach drawn by four horses.

Last summer, one might have left Tillamook at 4 o'clock in the afternoon, drawn by four half-wild cayuses attached to a thoroughbred wagon, with the top removed to lower the center of gravity and lighten the load, the heavy mail sacks packed under the boot behind the few passengers crowding the seats in front.

The way leads eastward through Fairview, a distance of three miles along the Wilson River road, turns sharply to the right across the bottom land between the Wilson and Trask rivers, and about four miles farther along enters the canyon of the Trask. Here is a deep gorge cut down through the walls of the mountains by the waters of the river, which boils and roars

From the summit, one obtains his first view of the surrounding country. The Cascades rise into view in the foreground, and the Willamette valley, a vast expanse of green, lies below. A fleet of seven miles to Patch's place, where a halt is called to change horses. From Patch's, it is a rather pleasant ride across the Willamette Valley to North Yamhill.

Today, when the road is little traveled and that under the best conditions, the trip is not uninteresting. One can only imagine the discomfort of travel in the early days.

The road, however, brings out some features that would not otherwise be appreciated.

Previous to 1852, the road into Tillamook used by settlers, was an Indian trail leading from Grande Ronde Indian Reservation, Yamhill County, by way of the Salmon River to the mouth of the Trask River and over Point Lookout to Netarts Bay. From this point it followed the coast over Cape Meares and crossed back to Tillamook just south of the bay.

What was known as the Harris road was constructed by Truman Harris, who spent what personal means he possessed and many years of toil in opening a trail from South Prairie over the mountains to Moore's Valley. It never was much better than a horse trail and was long ago abandoned. But in the meantime, James Quick undertook the construction of the present Trask road under charter, which located it along the Trask River as at present as far as the Trask House and then continued along the south fork of that river to connect with the Harris road. This would have crossed the summit of the coast range at a much lower level than it now does and provided a better route.

Road Building Undertaken.
Just before this was undertaken, however, a party of settlers near North Yamhill, Thomas and Andy Wright, now deceased, and W. D. Stillwell, now of Tillamook, and a number of others, made a trip over the mountains to discover, if possible, a shorter route to the bay. They went westward, chopping out portions of the trail as they advanced and following the high ground as much as possible on their journey. They were traveling and because they could see where they were going.

Travel immediately started over this old trail and as a result, when Quick in building his road, found on reaching the site of the present toll gate, that his funds were exhausted, he continued over the trail already established over the high land. A special bill was passed in the Legislature granting him \$10,000 with which to finish the road, but when bonds were sold to obtain the cash, only \$5000 could be obtained, the bankers demanding 50 per cent discount, so the contract was let to some men who spent it. It is said, only \$3000 on the road and pocketed the remaining \$2000.

Indians Shunned Passes.
It has been claimed by many that the road followed the Indian trail, but when bonds were sold to obtain the cash, only \$5000 could be obtained, the bankers demanding 50 per cent discount, so the contract was let to some men who spent it. It is said, only \$3000 on the road and pocketed the remaining \$2000.

There are, in fact, two lower passes over the mountains, that by way of the South Fork and that by way of the North Fork, said to be only 1500 feet. Both of these passes have been utilized in the surveys made by railroads which have planned to cross from the Willamette Valley. The distance is scarcely 50 miles from Forest Grove. The length of the existing railroad line is nearly 100 miles.

Mr. Stillwell crossed the Trask trail in 1852. The first mail contract was let somewhere about 1858 to William Squires, now living in Tillamook, and known as "Uncle Billy." The mail was carried in a pack animal, the trip made by foot. During the latter part of the service the mail was carried by Nelson Higginbotham, another old settler here.

First horse service was established early in the '70s by J. C. Bewley, who carried the mail at first on horseback, packed it on snow shoes during winter when the snow was deep, and later drove a pair of horses with a light buckboard in summer time. The trip was made once a week, and the gentlemanly Bewley, who never missed a trip, he closed his contract in 1874.

Later other contracts were let and only service established. But the route was always bad over the summit and no steps seem to have been taken to follow the other routes although it was known they were better. At the time the county officers is said to have been to develop the roads to the south so that the routes over the mountains were neglected.

Big Game Pleasant.
The greatest dangers of the road were the rough track and the snow. Mr. Bewley, veteran stage driver, relates that he used often to see elk, bear, cougar and wolves, but few travelers were there. He tells of losing a fine specimen of hunting dog, which was decoyed into the woods. The road goes up for five miles, almost without a break, to Bark Shanty, then plunges downward at a frightful angle for about 300 yards over what is known as Eleven-mile hill. Union Camp is passed and the "zig-zag," not so steep as the famous hill, but more dangerous is reached. Its name is descriptive.

Road Steep and Crooked.
For a mile and a quarter the road runs up this steep grade, passing the nine-mile tree and making six sharp turns. It is related that in the early days, one driver failed to mind his brakes at the first turn on the way down, coming from North Yamhill, and kept right on over the face of the cliff. But this is apparently the only accident in spite of the wild horses used on the route and the often careless drivers who handled the "ribbons."

Northwestern Man Great Master of Music Teaching Art in Europe.
Francis King Clark Talks With Elfrida Heller Weinstein of His Work and of Some of His Notable Students. Beatrice Evelyn Wilson Making Enormous Progress in Her Work.

BERLIN, Germany, August 5.—(Special.)—Since arriving and settling (at least temporarily) in Berlin, it has become my great privilege to learn to know one of the great masters in the art of teaching music, Francis King Clark. His great success in Paris and Berlin as well as his opinion on conditions in the musical world, will be of special interest to the people of the West, who can proudly point to him as a product of their own country.

Mr. Clark is a native of the State of Washington, and his family is well known in Tacoma and Portland. Although destined for a medical career, he devoted a great deal of his time to music, and after leaving medical college, which became necessary upon the untimely death of his father, Mr. Clark attempted business on West, but he felt the call of music and soon he devoted himself altogether to it. He sang with great success in Chicago and middle West cities. Later he was engaged for opera in France.

Decorations Are Conferred.
In Paris he commenced to teach so successfully that twice he received decorations from the French Government. The last time quite recently, when he was made "officier de l'instruction publique," and this after two years' absence from France. It is interesting to know why Mr. Clark left Paris, and I will let Mr. Clark him-

self give his reasons and opinions as he did in a recent interview.

In connection with his work, Mr. Clark, "I had only the interests of my pupils at heart. My work is almost entirely confined to preparing students for grand opera, and in France I have many opportunities for the finished pupil. France and Belgium contain not more than 14 theaters where opera is given, and the demand for singers is great. These theaters are greatly exceeded by native supply, which makes it difficult for a foreign singer to get engagements. The French people insist on opera in French and they are not at all lenient with a foreign pronunciation of their beloved tongue, a great difficulty for an American or German student. So I decided to make Germany my headquarters, where instead of 14 theaters there are, including Austro-Hungary, about 120 theaters to study, and where opera is on a much more solid basis.

Government Supports Opera.
"In Germany as well as Austria, opera is supported directly by the government, or subsidized by the reigning house. Singers are engaged on a fixed salary from the very beginning, and even for the smallest roles. This is more than I can say for France, and that is not to mention the fact that to pay and pay well, to be permitted even to make a debut.

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Society News and Notes

Continued From Page 3.

Flora E. Hermann were entertaining this week at their cottage, Willamette, at Cascade. Miss Gladys Morgan and Miss Margaret Depew and Frederick and Harry Depew, of Portland.

Mrs. Mephi Hodgson, accompanied by her daughter, Mrs. T. R. White, and son, of San Francisco, will sail on Tuesday on the Beaver for San Francisco. Mrs. Hodgson will ship her car and motor to Los Angeles and Southern California.

Mrs. Leopold Rosenthal and daughter, Miss Carolyn, of Spokane, have taken apartments at the Bowers Hotel for several weeks. Later they will visit in Seattle for a fortnight, then returning to Spokane, where they will pass the winter.

Mr. and Mrs. H. Jacobson and son who have been guests of Mr. and Mrs. Carlos Unna, have returned to their home in San Francisco. Mrs. Unna and son, Sanford, are guests of Mrs. Charles Rosenfeld at her beach cottage, Seaside.

Miss Gladys Robinson has returned home from a most enjoyable trip through California and Mexico. She was a guest of Mr. and Mrs. Clifford Holmes at Los Angeles for some time. She visited in San Francisco and Vallejo en route home.

John McKinney, of Ottawa, Ontario, and his sister, Miss E. P. McKinney, of Calgary, Alberta, are guests of their sister, Mrs. J. E. Dunn, at 338 Grand avenue North. Mrs. Dunn and her guests were week-end visitors at Long Beach Hotel.

Herbert Kimball is visiting Duane and Fred Wieden at their summer home in Hood River. They are going on a camping trip to Lost Lake and will visit at Padua and Lava beds and attend the Horticultural Congress to be held there, beginning August 22.

Mr. and Mrs. Ernest E. Smith, of Kansas City, Mo., are passing the remainder of the summer at Perry Sound, Ontario, and other points of interest on the Northern Lakes. Mrs. Smith was formerly Miss Mary Conyers, of Clatskanie, Or., and well known in musical circles in Portland.

Miss Ruth Johnson, who recently graduated from Lincoln High School, is studying languages. At the end of a year she expects to enter the University of France to take a four years course in modern languages, with a view to teaching in America.

BIG KLAMATH FARM SOLD
"Spring Meadow" of 565 Acres \$35 an Acre From H. Murdock.

KLAMATH FALLS, Or., Aug. 17.—(Special.)—Spring Meadow Farm, the first homestead filed on in Klamath County, has just changed hands.

O. A. Stearns, who took the greater part of the farm as a soldier's homestead in 1867, was then a soldier in the Oregon Volunteers and was one of those engaged in the Modoc War, five years later. He has owned the original farm for 45 years and added to it until he had 565 acres. It has been bought by Hiram Murdoch, of this place, former postmaster, who paid about \$35 an acre for it, partly cash and his brick block on Main street.

As Mr. Murdoch has a fine home here it is not supposed that he will engage in farming himself.

The land is partly irrigated by a number of fine springs, and the greater part of it will come under the proposed pumping plant, on the west side of Klamath River, which the California and Oregon Power Company are considering.

SECOND ALFALFA CROP BIG
Heavy Cutting Harvested and Prospect for Third Is Good.

STANFIELD, Or., Aug. 17.—(Special.)—The second crop of alfalfa on the irrigated lands adjacent to Stanfield is now all harvested. It proved to be heavier than the first cutting this year averaging three and a half tons to the acre on many fields.

The farmers have completed irrigating sufficiently to mature a large third crop and the transient help has been dismissed to seek work in the grain fields.

Quite a colony of Stanfield alfalfa growers have gone to a point in the Blue Mountains near Meacham to spend the next month camping, fishing and berry picking. Members of the party report having found an ideal spot for the camp with huckleberries in plenty and excellent trout fishing near by.

Eugene Doctor Pays for Deer.
COTTAGE GROVE, Or., Aug. 17.—(Special.)—Dr. S. D. Read, formerly of

this city, was arrested at Creswell while returning from an auto trip to Crater Lake to his home in Eugene. The complaint was that he had killed a pet deer near Yoncalla. Dr. Read had the venison in his machine, but he had killed it under circumstances which made him skeptical of its being a pet. However, he paid the irate owner of the deer what he demanded.

Anti-Saloon Folk Are Confident.
CHEHALIS, Wash., Aug. 17.—(Special.)—The managers of the anti-saloon fight in Lewis County who are just now busily engaged in circulating local option petitions in the various precincts of the county, are confident that many more than enough signatures will be secured to enable them to have the question submitted to the voters at the coming election in November. The movement is to embrace every portion of the county. If the question is submitted it is generally believed that the county outside of the incorporated precincts will go dry under the new law.

Scio's New Teachers Arrive.
SCIO, Or., Aug. 17.—(Special.)—Professor Fred J. Gray and wife, from Missouri, and Miss Nellie Van Slyke, from New York, who have been engaged as teachers here, have arrived from their Eastern homes. Mr. Gray and Miss Van Slyke will take charge of the high school department, while Mrs. Gray will teach the advanced grammar grade. Miss Celia Bump, of Gervais, Or., and Miss Ruth Evans, of Salem, Or., both former teachers here, will take charge of the intermediate and primary grades, respectively.



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