

KLECKITAT WILDS ATTRACT TOURISTS

Good Highways, Good Fishing and Accommodations Are Afforded.

AUTO FERRY TOLL IS \$1

Many Points of Interest Along Route Are Worthy of Few Minutes' Stop and Afford Many Interesting Snapshots.

BY C. C. HUTCHINS.

WHITE SALMON, Wash., June 23.—(Special.)—Good highways, well signposted, good accommodations and camping sites, good fishing streams, scenic stretches and points of interest; these are the lure that attract and hold the tourist and these, Klickitat county, Washington, on the north side of the Columbia River, opposite Hood River and The Dalles, claims to furnish. By auto from Portland this district may be reached over the Columbia River Highway to Hood River and via auto ferry (\$1 per car and four passengers) to White Salmon. From Seattle and other points via Yakima Valley by either the Satus Creek or Mabton roads to Goldendale.

The first mile and a half of the White Salmon-Trout Lake Valley run of 25 miles, over good roads and grades, is by way of the hard-surfaced "Hood View road," which closely follows the high bluffs above the Columbia River. At scenic point sign post, one mile out, stop and drink in the broadest and possibly the grandest panoramic view of the Columbia River Basin; to the south one has spread before him the entire Hood River Valley and its snow-capped sentinel, Mount Hood, 11,225 feet elevation; to the west and past Mount Defiance the gaze follows for miles down the Columbia, flanked by foothills into the divide of the Cascade Range—the only water level pass in this great mountain range; to the north of the river is seen a beautiful view of the Underwood orchard homes. Almost in the immediate foreground is "The Eyrie" resort on the high bluffs above the confluence of the Columbia and White Salmon rivers. Continuing for some 10 miles, you travel through a rich orchard and vineyard country, with many modern bungalow homes; then a few miles of heavily timbered stretches, broken here and there by charming vistas of the swift-running White Salmon River in its box canyons, finally emerging into the well-famed and popular Trout Lake Valley—a gem set in the mountains with grand Mount Adams, 12,307 feet elevation, close at hand, as the masterpiece. Here will be found two pleasing resorts. While here one should visit the extensive and most interesting lava and ice caves; have pointed out the Sleeping Beauty, which is one of the clearest and most beautiful definitions formed by mountain range known, and take a try at the game trout. Camping spots are in abundance.

En route the following points of interest will be worthy a few minutes' stop and afford lasting souvenirs via the Kodak camera. Short detour at high dam and power plant of the Northwestern Electric Company, furnishing light and power to Portland. As this property at present is under the guard, a pass from Portland headquarters will be necessary. At 7.1 a detouring road to the west reaches the Northwestern Lake by driving under a mountain. This is a famous fishing spot for the steelheads and rainbow trout, also an ideal camping site. At 7.4, Husum, will be found fine fishing, the Pacific Power and Light plant and a beautifully set free auto camping ground. At 9.3 extensive orchards of the Mordcael Jones estate, of England. At 14.1 walk down to the bridge (don't drive) and view the river box canyons. At 16.2 a short detour to the west you again onto the main road and provides another glorious view of the river rushing through a deep and narrow gorge. At 17 on a small but interesting lava cave lies but a few feet off the road.

Returning from Trout Lake, take the river road back to the White Salmon road; this road is picked up at the Trout Lake postoffice corner and affords a dollar's worth of scenic and river views. The Trout Lake Valley was settled and is still occupied by several Swiss families, attracted by its similarity to the mountain and river homes in the land of the Alps and

TIRE IS STILL GOOD AFTER 6500 MILES TRAVEL FROM FLORIDA TO MOUNT ST. HELENS.

One of the front wheels on the Mitchell car which carried Robert C. Bruce head scenic director of the Educational Film Corporation, of New York, on his trip from Florida to Mount St. Helens a week ago is equipped with a Firestone tire which has done 6500 miles of all manner of road between St. Augustine, Fla., and its present stopping place, yet it still contains Florida air and has not suffered either puncture or blow-out in the entire time.

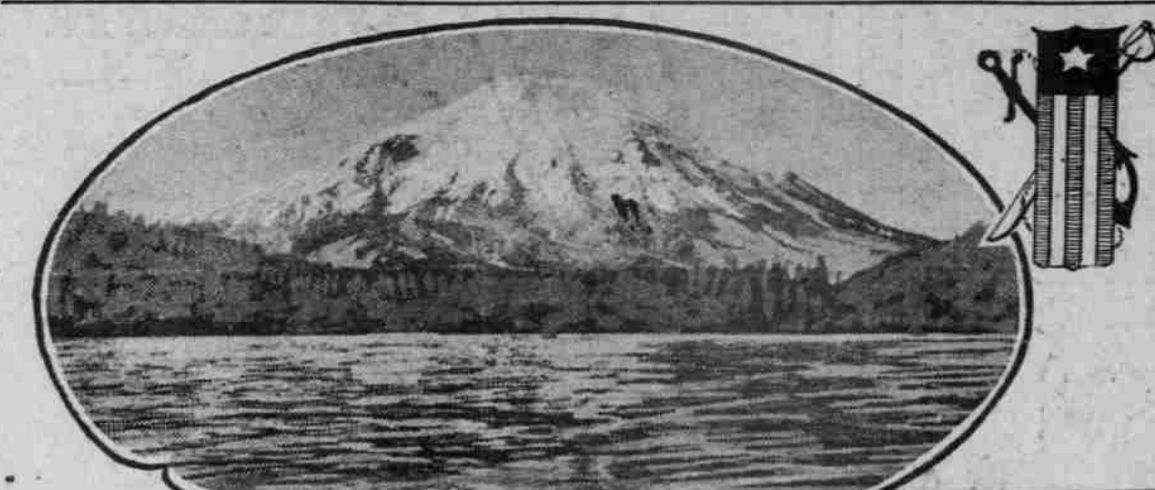
While in the act of taking moving pictures here and there everywhere on his trip across the southern border of the country and north to scenic Mt. St. Helens car and its tires have been forced to submit to all sorts of treatment and to have a tremendous load, but that one tire on the right front wheel seems to defy all handicaps. Unless it "blows" before he leaves the Mount St. Helens country, Mr. Bruce says he intends to tap it with an ax and replace air from the extreme southeastern part of the United States with air from the northwestern section of the country.

affording their former pursuits of dairying, stockraising and production of hay and grain. Free auto camps will be found at 5.3, 7.1 and 16.5. Tour of map of the district may be obtained at rooms of the White Salmon Commercial Club, on Ferry and Main streets. The new system of county road and scenic point signs will be found in place over the entire run.

Cottage Grove-Drain Roads Clear. COTTAGE GROVE, Or., June 23.—(Special.)—The roads between here and Drain have greatly improved during the past week of sunshine. All mud has disappeared, but the riding is rather rough despite the fact that most of the chuckholes have been filled in. About an hour and a half is required to make the trip with comfort. The roads between here and Eugene are in excellent shape and fairly smooth. Much work has been done on them this Spring. The 22 miles can be made in 50 minutes with comfort.

SPIRIT LAKE COUNTRY AT BASE OF MOUNT ST. HELENS. IS DESCRIBED AS SUMMER PLAYGROUND OF SURPASSING BEAUTY FOR THOSE WHO LOVE EXTENDED JOURNEYS

Few Portland Autoists Are Aware That This Delightful Outing Spot Is Easily Accessible by Motor Car—Road by Way of Castle Rock Better Than Highway From Gresham to Mount Hood—Recent Trip Is Described.



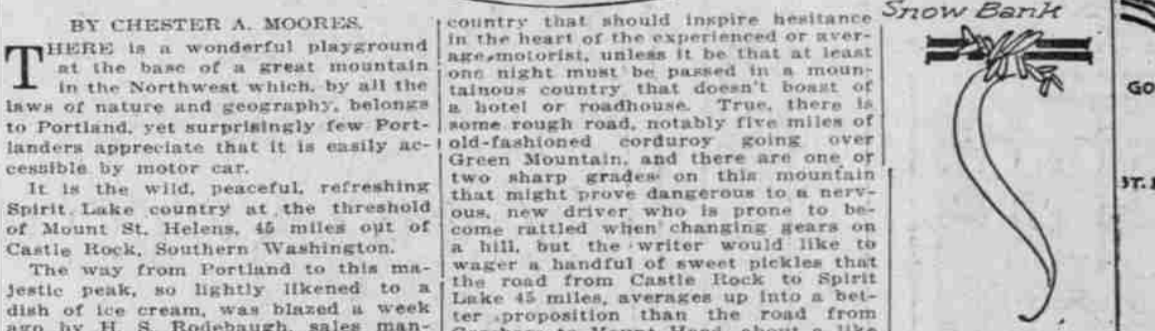
Mt. St. Helens as it Appears from Spirit Lake.



Some of the Heavy Snow Bucked by Mitchell Car.



North Fork of Toutle River on Road to Mt. St. Helens.

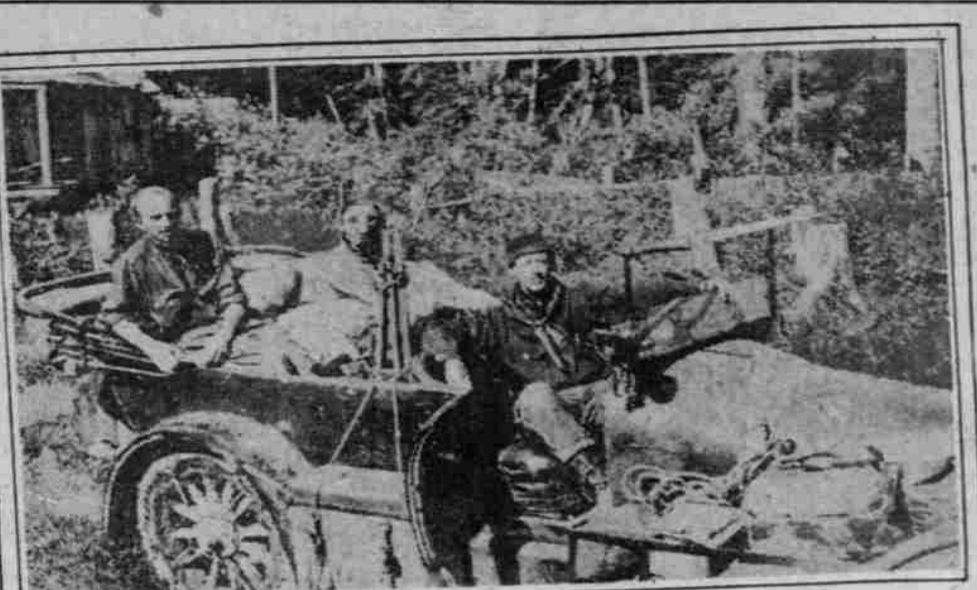


Trench Digger Practicing on Snow Bank.

country that should inspire hesitance in the heart of the experienced or average motorist, unless it be that at least one night must be passed in a mountainous country that doesn't boast of a hotel or roadhouse. True, there is some rough road, notably five miles of old-fashioned corduroy going over Green Mountain, and there are one or two sharp grades on this mountain that might prove dangerous to a nervous, new driver who is prone to become rattled when changing gears on a hill; but the writer would like to wager a handful of sweet pickles that the road from Castle Rock to Spirit Lake 45 miles, averages up into a better proposition than the road from Gresham to Mount Hood, about a like distance.

Mr. Bruce, together with his company camera man, arrived at Spirit Lake at the base of a great mountain in the Northwest which by all the laws of nature and geography, belongs to Portland, yet surprisingly few Portlanders appreciate that it is easily accessible by motor car. It is the wild, peaceful, refreshing Spirit Lake country at the threshold of Mount St. Helens, 45 miles out of Castle Rock, Southern Washington. The way from Portland to this majestic peak, so lightly likened to a dish of ice cream, was blazed a week ago by H. S. Rodebaugh, sales manager of the Mitchell, Law & Stover Company, distributors of the Mitchell car, in a new Mitchell, and by Robert C. Bruce, head scenic director of the Educational Film Corporation, of New York, in his Mitchell, which has during recent months carried Mr. Bruce and his moving-picture staff along the Eastern, Southern and Western shores of the United States.

There is nothing about the motor trip from Portland to the Mount St. Helens



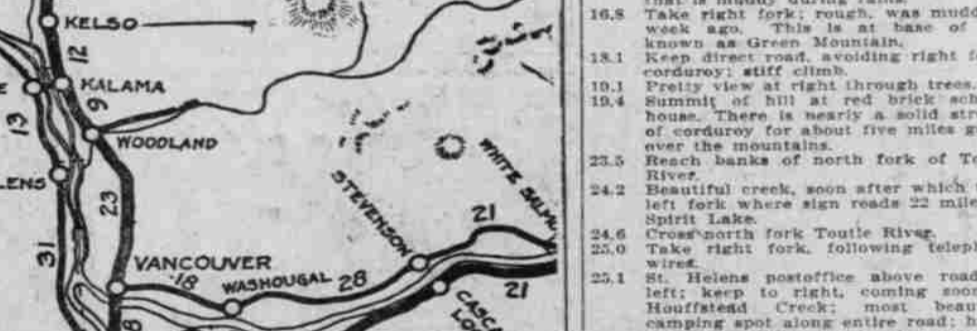
Mr. Bruce's "Quickernell" Mitchell Showing Camera Outfit and Camp Luggage.



Homesite's Cabin 10 Miles Below Mt. St. Helens Where "Camp" Was Made.



"Somewhere in Big Woods" Near Base of Mt. St. Helens.



office between 8 o'clock in the morning and the same hour in the evening. It might be well to mention the fact that Mr. Bruce's Mitchell carried nearly 1000 pounds of luggage, including principally "gear" and camera apparatus, in addition to the bulk of Mr. Bruce, Mr. Sill, Mr. Humphreys and Mr. Bruce's 140-pound dog "Dane." Among the foodstuffs were a number of cans of delicatessen and powdered milk, put up in New York in compact form. The honorable Mr. Humphreys held down the tonneau with a continuous moving road sign for the car in the rear. The shirts of Mr. Bruce, and Mr. Sill are, for that matter, by no means tame, even alongside the eloquent color which won the eye of big hemlock, spruce, cedar, alder, cottonwood. There is every variety of fern and wild flowers galore, the predominant blooms at this season being large trillium and wood anemone. This is the country where the boys' division of the Young Men's Christian Association of Portland hold their annual Summer camp, under the direction of J. C. Meehan. Next month these boys will again go on the train to Spirit Lake, and there hire automobiles to carry them into the broad, wild playground about Spirit Lake. Spirit Lake may be reached by automobile from Portland easily within a single day as was proved handsly by Mr. Rodebaugh, Mr. Bruce and their Mitchell a week ago. After stopping more than an hour at Castle Rock for luncheon and to stock up with provisions, and after larrying here and there to stage scenes for a subsequent film portrayal to be known as the "Cruise of the Quickernell," the latter word being the name assigned by Mr. Bruce to his Mitchell, we made the entire trip from Portland to the beautiful camping spot at Elk Creek post-

BEACH LOOP TRIP OPEN TO TOURISTS

Roads for Entire Distance Are Found to Be in Good Condition.

TRIP TO BECOME POPULAR

Route From Portland to Astoria and Seaside, Thence to Tillamook and Back by Way of McMinnville, Described.

Good news for the motorist! The famous beach loop trip from Portland to Astoria and Seaside, down the coast to the Tillamook resorts and the return by way of McMinnville is now open to automobile travel and will remain so for the remainder of the season, barring heavy rains.

The course of the entire loop, which is to be followed by the Portland automobile dealers on their annual "honk honk" tour next month, was driven a week ago by Charles M. Menzies, sales manager of the Northwest Auto Company, in a Cole Eight. The party included Mrs. Menzies, Donald Menzies, Harry G. Lytle of the Northwest Auto Company, who handled the wheel for part of the distance; Miss Edith Petty-grew and Joe H. Jordan, a local newspaperman.

Roads Around Loop Fine.

Mr. Menzies reported upon his return that the roads around the loop were in fine shape for the entire distance and that he didn't encounter any mud or bad roads. He made the run from Portland to Astoria by way of the Nehalem River, or inland route, in about six and one-half hours, and the run from Seaside along the new road to Neah-Kah-Nie Tavern, near Nehalem, in Tillamook County, in less than two and a half hours. The roads from Neah-Kah-Nie via Bay City and Tillamook City to Portland are said to be in excellent shape for a great share of the distance.

Mr. Menzies says there is great activity in road building in Tillamook and Clatsop counties and that the roads along the loop should be in splendid condition at the time the motorcar dealers stage their run July 14, 15 and 16. Mr. Menzies says his party spent three days for the entire trip, stopping nights at Astoria and at Neah-Kah-Nie.

On leaving Portland by way of the Cornell road we found the highway in fair shape to Hillsboro and Forest Grove," related Mr. Menzies upon his return to Portland. "From Forest Grove to Timber, a point high in the mountains, the roads were good. With the exception of about two miles of rough, but passable road, the going was also good on from Timber to Vernonia.

A considerable amount of new plank has been placed on the road between Vernonia and Astoria, in addition to the 11 miles of smooth plank between Mt. and Jewell and the road authorities in this section are entitled to a great deal of credit. The road from Astoria to Seaside is paved.

The new road leading from Seaside to the Tillamook country follows the Nehalem River. It is a new clay road and was slightly rough last Sunday, but will be passable so long as it is dry. At Nehalem we branched off the main highway and drove the three miles over to S. G. Reed's famous seashore resort at the base of Neah-Kah-Nie Mountain.

Next morning we doubled back across the Nehalem River bridge and ran over fine roads to Tillamook City and from there branched off toward home again. A wonderful improvement has been effected in the new road over the mountains from Tillamook City to Grand Ronde. The former climb from Hebo to Deeb and the hills on either side of the old toll gate have been eliminated by a cutoff known as the Sour Grass road.

This new road, which is of macadam surface, with no grade exceeding six per cent, not only does away with the necessity of paying toll, but shortens the trips by about eight miles. Almost all of the road from Tillamook to Grand Ronde was fine a week ago and should remain so the balance of the season.

From Grand Ronde to Willamina some of the road was rather rough, but not bothersome, and from Willamina to Newberg good. On the way through Portland there are some rough spots, as most Portland motorists know. This stretch is perhaps entitled to rank as the worst road we found on the entire loop of more than 200 miles. The new road from Astoria to Tillamook, via Bay City, is 75.3 miles in length.

ROADS ARE FOUND GOOD

TRIP TO WILHOIT SPRINGS IS DECLARED DELIGHTFUL.

Route Through Oregon City and Molalla and Back by Woodburn Described by J. Fred Staver.

The roads leading from Portland through Oregon City to Molalla and Wilhoit Springs and the Scott's Mills country are in splendid condition, according to a Portland motorist, J. Fred Staver, a realty broker, who made the trip last Sunday on his weekly exploration over some new bit of rural road. Incidentally, Mr. Staver observed that speed "coops" were as thick as bees on the highways of Clackamas County. None of the officers caught his Chevrolet in the act of breaking the laws of the road, but he witnessed a number of arrests by the roadside.

"In going to Oregon City I prefer the route to the west of Molalla and Wilhoit," said Mr. Staver last week in reporting his trip. "From Oregon City I went straight out the Molalla road, heading the road for the most part to be in fine shape. The last five miles running into Wilhoit Springs were wonderfully good, as were the roads leading on to Scott's Mills, Mount Angel and Woodburn, except for a few short stretches just beyond Wilhoit.

"The trip toward the rough mountain and before many ranch and forest scenes. I found the regular Pacific Highway route from Woodburn down to Portland to be in good shape. In fact, the entire loop of about 100 miles was delightful."

Gasoline Economy Reported. Percy E. Taber, Winters, Cal., claims an economy record. On seven gallons of gasoline, averaging 25.4-10 miles per gallon, he drove a new Chevrolet "Four-Ninety" model touring car from Winters to Stockton and return. The distance is 207 miles, and on the entire run less than one quart of oil was used.

Map Showing Both Inland and Lower Columbia River Highway Routes From Portland to Astoria, the Road Along the Coast to Tillamook and Return to Portland Via McMinnville.