

NORTH BANK HIGHWAY OPEN TO MOTORISTS

Wonderful Scenic Road From
Vancouver to White Salmon.

FINE VIEW OF OREGON SIDE

New Route Companion Highway and
Loop Extension to Columbia
River Highway.

BY C. C. HUTCHINS.
(Secretary, White Salmon Commercial Club.)
The North Bank highway is open. This companion scenic highway on the Washington side of the Columbia to the Columbia River highway on the Oregon bank is at last completed sufficiently to be traveled by automobile over its whole length.

The finishing touches yet remain to be made, such as traveling some portions of it, but this work will be quickly done. And as it is today the new North Bank highway may be traveled without difficulty by the motorist from Vancouver, Wash., to Underwood and White Salmon, and thence, if he pleases, on to eastern Washington, to which it is the gateway.

In no sense is this highway a rival to the Columbia River highway, but rather a companion and continuation of it. The two form the most scenic loop in this, and perhaps in any other country.

Many a motorist traveling the Columbia River highway has wondered, as he passed at the base of this fall or that fall, what lay back of it far up its canyon. From many points on the North Bank side, fine views are obtainable of the country far back of and above the route of the Columbia River highway.

The North Bank highway does not follow the river as closely as does the Columbia River highway. It touches the Columbia at many points but winds in and out, up and down from the river. Its route is as scenic, however, as that on the south bank.

Route Well Marked.
From Vancouver, Wash., to White Salmon and as far east as Lewiston, Ida., the Evergreen highway, of which the North Bank highway is a link, has been marked with the green markers of the Evergreen highway association. This makes it impossible for the traveler, without plain malice aforethought, to get off the right road.

The new highway extends from Vancouver to White Salmon, and east, via the towns of Camas, Washougal, Stevenson, Carson, Cocks and Underwood.

From Vancouver to Washougal, 16.7 miles, the road traverses a highly developed section, including Vancouver barracks and Camas, where is situated the plant of the Crown-Willamette Paper company. Through this section are prunes, pines and more prunes. Many acres are being reseeded where a few years ago they were torn out of the ground in the lean year.

From Washougal for approximately nine miles the road follows closely the wooded banks of the Washougal river, with its hundreds of rapids, falls and pools, the delight of trout and steelhead fishermen. For the next ten miles the run is through forest of great firs, where the road circles around Cape Horn, crossing many trout streams en route.

The next 15 miles from Skamania to Stevenson, county seat of Skamania county. It is estimated there are more than 100,000,000 feet of fir timber in and back of this stretch. The Wind River Lumber company has been logging here for close to 20 years. At a point 3.3 miles from Vancouver, Wash., Multnomah Falls, on the opposite side of the river stands out like a bar of silver, and again at 3.5 miles, there is a beautiful view of Horsetail falls. So on, mile by mile, do the Oregon wonders unfold. Having covered 40.5 miles the tourist comes to Beacon rock (formerly Castle rock), a sentinel over the grandest part of the Mid-Columbia gorge.

Trail to Summit of Rock.
From its summit, easily reached through the generosity of its owner, Henry J. Biddle, who has financed construction of a trail with horse rails to the top, there is an inspiring panoramic view of the gorge.

On the opposite side of the highway, also, a trail leads up to Wahlella park and Little Beacon rock, a short climb with fine spring and view, and a good place for lunch. This trail also was provided by Mr. Biddle. At mileage 44.8 is a close-up view of salmon fishing wheels, and the old Portage railroad around the Cascades of the Columbia. This railway and its mate on the Oregon side were the first built in the two states. This is the narrowest part of the gorge, and the site of the famed bridge of the gods.

Next comes Stevenson, county seat of Skamania county, a clean, attractive city with good streets and every comfort and service for the tourist, including a free auto park close to the business section, with Rock creek spring water flowing through its ten acres; first-class hotel, garage, kidok supplies, even a splendidly equipped hospital.

From Stevenson, mileage 51.6, the next stop is Carson, 6.4 miles, which has a free auto park. Government hot springs resort is on a good road 18 miles north of this place and two other hot springs resorts are within 1 1/2 miles on a diverting road from the highway.

At 57.7 there is a full view of the Wind River gorge, and as the road gradually descends, a fine view of Wind mountain itself. At 60.3 the road passes around the face of Wind mountain above the railroad—the roadway hewn out of solid rock.

Seven Miles Through Rock.

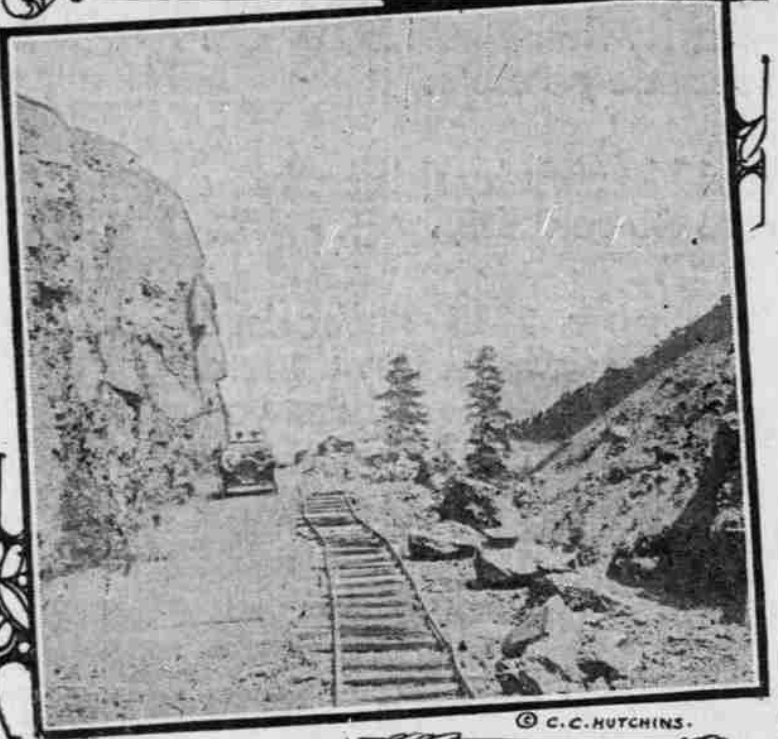
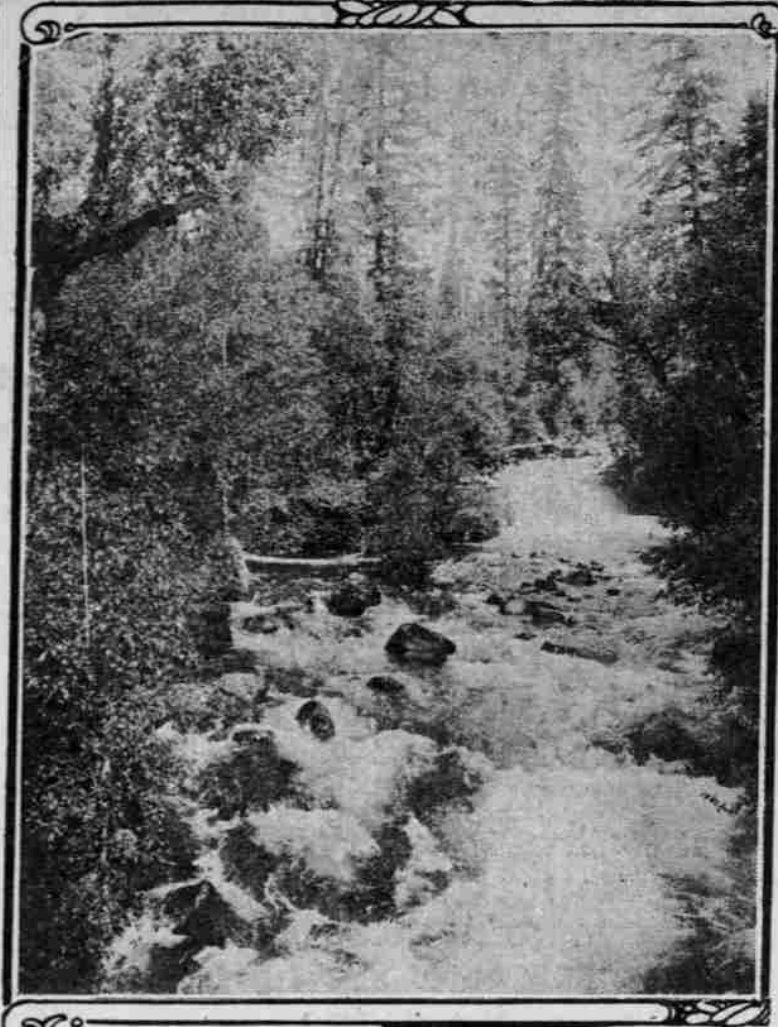
This was the heaviest piece of work on the whole highway, covering nearly seven miles of heavy rock work and fills, much of it being directly above the railroad. Yet trains were delayed only two hours all told during the whole period of construction, which was in charge of W. L. Brown, engineer for the government.

At Cocks, 62.3, there is a gasoline station. Then comes a first-class highway on an easy grade up the little White Salmon valley, one of the prettiest stretches on the run. If a camp is desired in this valley, I would suggest a short run up the diverting Willard road at 71.2, where a most delightful free camping spot in the wilds will be found with conveniences and the glad hand of the pioneer himself. A creek flows into the main stream at this point, with its waters at 8 degrees above freezing all the year round. It gushes out of the ground after flowing for miles under ground.

There is a favorite wage that no one can hold his or her hand in this water for five minutes—and the wader never has been beaten, the best time so far being 4 1/2 minutes before the loser gives up.

From the bridge across the little White Salmon, where trout are swimming the fly, the road climbs on a fine grade to the high Underwood bluffs.

ALONG THE NEW NORTH BANK HIGHWAY ON THE WASHINGTON
SIDE OF COLUMBIA RIVER.



Above—Little White Salmon river, as seen from bridge on North Bank highway. Below—Here's the famous Wind mountain cut on the new highway. It took many months to make this gash in the side of huge Wind mountain. The roadway is now being traveled.

with a grand panoramic view up and down the river for miles, looking over the entire Hood River valley with the sentinel peak of Mt. Hood in the background. Then comes the little town of Underwood on the Columbia, at the mouth of the White Salmon, up that stream for two miles and then over the Hood view road into White Salmon, after a run of 87.2 miles. Just before entering the city a diverging road takes one to the Eyrie, on the bluffs above the confluence of the White Salmon and Columbia rivers. At the east end of the town of White Salmon is the Jewett farm resort, also on the Columbia bluffs. Hotel, garage and supplies of all kinds, including a first class cafe, are to be found. And there is a model free auto park with electric lights, rest bungalow, spring water and fuel for several cooking units.

The White Salmon-Hood River auto ferry connects from White Salmon with the Columbia River highway at Hood River. There are no heavy grades on the whole run up the North Bank highway—one short pitch of 10 per cent, others 6 to 8 per cent, and the remainder up to 5 per cent.

The mileage of the loop tour of this Mid-Columbia run is 168 miles. Following is a log of the highway from Vancouver to White Salmon:

Log of North Bank Highway.
0.0. Vancouver postoffice.
1.0. Vancouver barracks.
2.3. City limits.
4.0. Water.
4.8. Railroad crossing.
8.1. Railroad crossing.
10.0. Plain (gasoline).
10.8. Rock quarry.
14.2. Camas (service of all kinds).
14.4. Bridge, turn left.
14.8. Washougal river bridge.
16.7. Washougal, turn left over bridge.
19.2. Covered bridge, left.
24.6. Cottrell dam.
25.8. Straight ahead.
27.0. Washougal bridge, right.
30.0. Straight ahead, 7 per cent to 9 per cent down grade, good road to 32.5.

32.8. Prendish bear left.
32.9. View of Multnomah falls, Oregon side.
33.5. View of Horsetail falls, Oregon side.

34.0. Bear right.
34.9. Skamania, turn right.
35.9. Short 10 per cent grade.
36.6. Diamond L. flume and yard.
40.0. Beacon rock and Wahlella park.
42.4. Hamilton station.
42.9. Hamilton mountain on left.
44.1. Greenleaf two-mile slough.
46.8. Old Portage railway, first in the state.
48.4. Bass lake.
49.0. Lookout point, grand view of locks and gorge.
49.0. Pacific commercial trout farm.
51.4. Rock creek bridge.
51.5. Turn right.
51.6. Stevenson auto park.
51.9. Stevenson postoffice (service of all kinds); straight ahead.
54.4. Mill creek bridge; Camel Hump rock.
56.1. Bear left.
56.4. Carson (service of all kinds); auto park; turn right.
57.4. Bear right.
57.7. Wind river gorge.
57.8. Wind river bridge and hatchery.
58.2. Home valley.
58.2. Webbs crosscutting plant, Oregon side.
61.0. Wind mountain.
61.2. Wapocan cut.
62.0. Town of Cocks (meals and gasoline).
70.7. Bear right.
71.2. Bear right; Willard road to left.
71.7. Little White Salmon river bridge.
72.2. Turn right.
76.1. Straight ahead.
80.2. Turn left.
81.6. Underwood (gasoline); run into town and turn for left-hand road.
81.8. White Salmon river bridge.
82.9. Sharp right.
83.4. Turn left.
83.4. White Salmon postoffice (service of all kinds); auto park; Hood river ferry.

HARD ON TRUCK TRANSPORT
Massachusetts Legislature Would
Tax Trucks Off Roads.

BOSTON, June 21.—Massachusetts truck owners and dealers are thoroughly aroused at the action of the

committee on roads and bridges of the legislature for reporting the high registration bill this week. The bill seems to be an attempt to tax the heavier trucks off the streets and highways, for, with the exception of Maryland, the fees, if passed, would be the largest in the United States.

It was expected that a report would be brought in for doubling the present fees, a measure put forward by the truck dealers. Instead of that the fees begin with \$10 for half a ton and then start climbing up to \$75 for four tons and \$100 for five tons, with \$50 for each additional half ton. As an example of what it means one firm in Boston operating 15 trucks, now pay-

ing \$327 a year for registrations, would pay \$3487, more than ten times the present fees.

In the report to the legislature in January the fees recommended were as high as \$200 for five-ton trucks. At the hearings on the truck fees the dealers suggested that they would favor a doubling of the present \$5 for one ton and \$3 for each additional ton. There is to be another hearing before the committee on ways and means.

Pump Leakage.
When the water pump begins leaking, do not assume that necessarily it is because the nut is too loose. Frequently

the nut is not to blame at all, but poor packing is the real cause of the trouble. Packing for this part consists of candle wick soaked in tallow, heavy twine similarly treated or special packing material. After the nut has been turned to press the packing down, do not turn it further, as excessive squeezing is apt to damage some part of the body of the pump.

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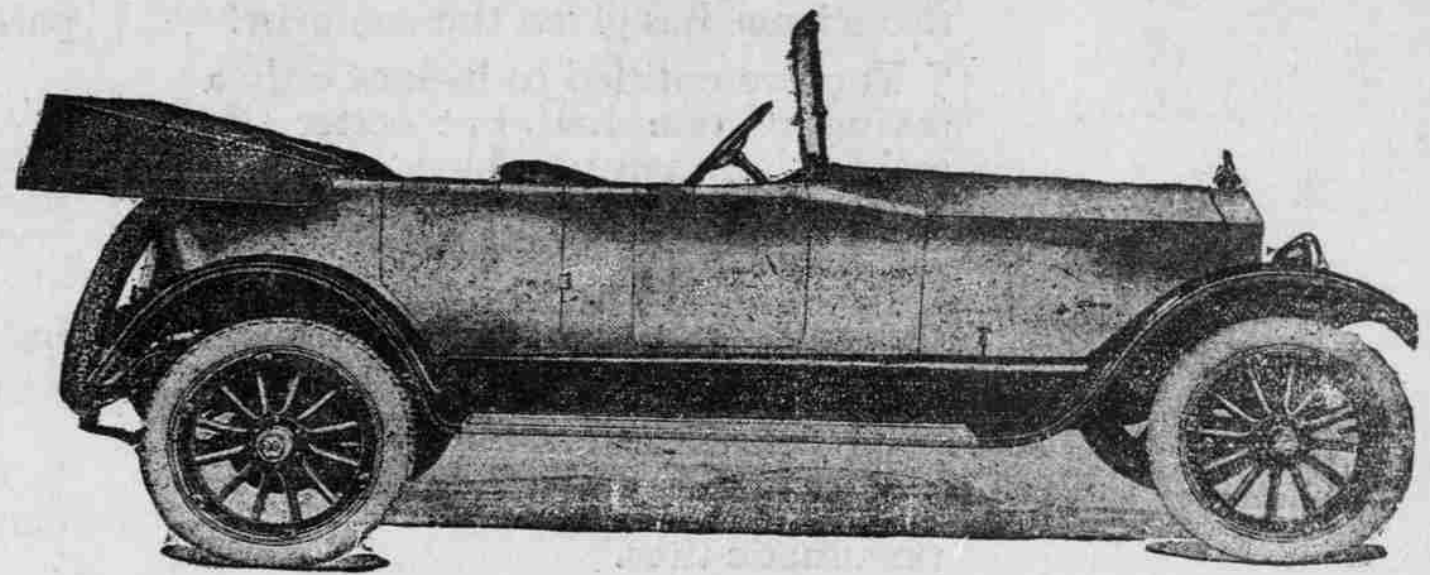
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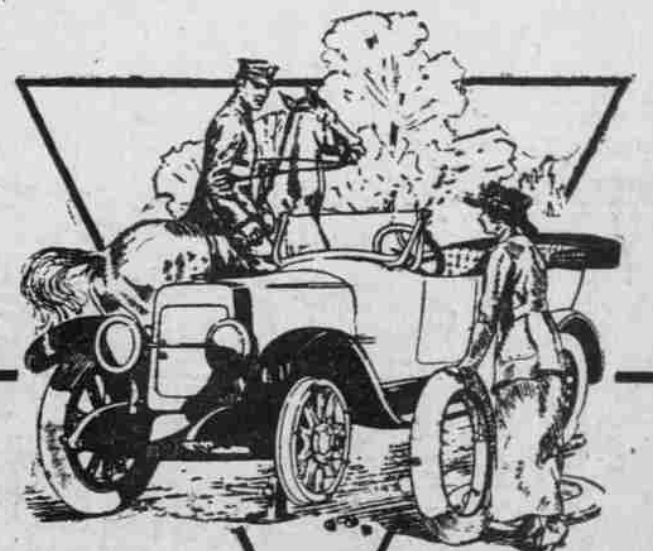
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