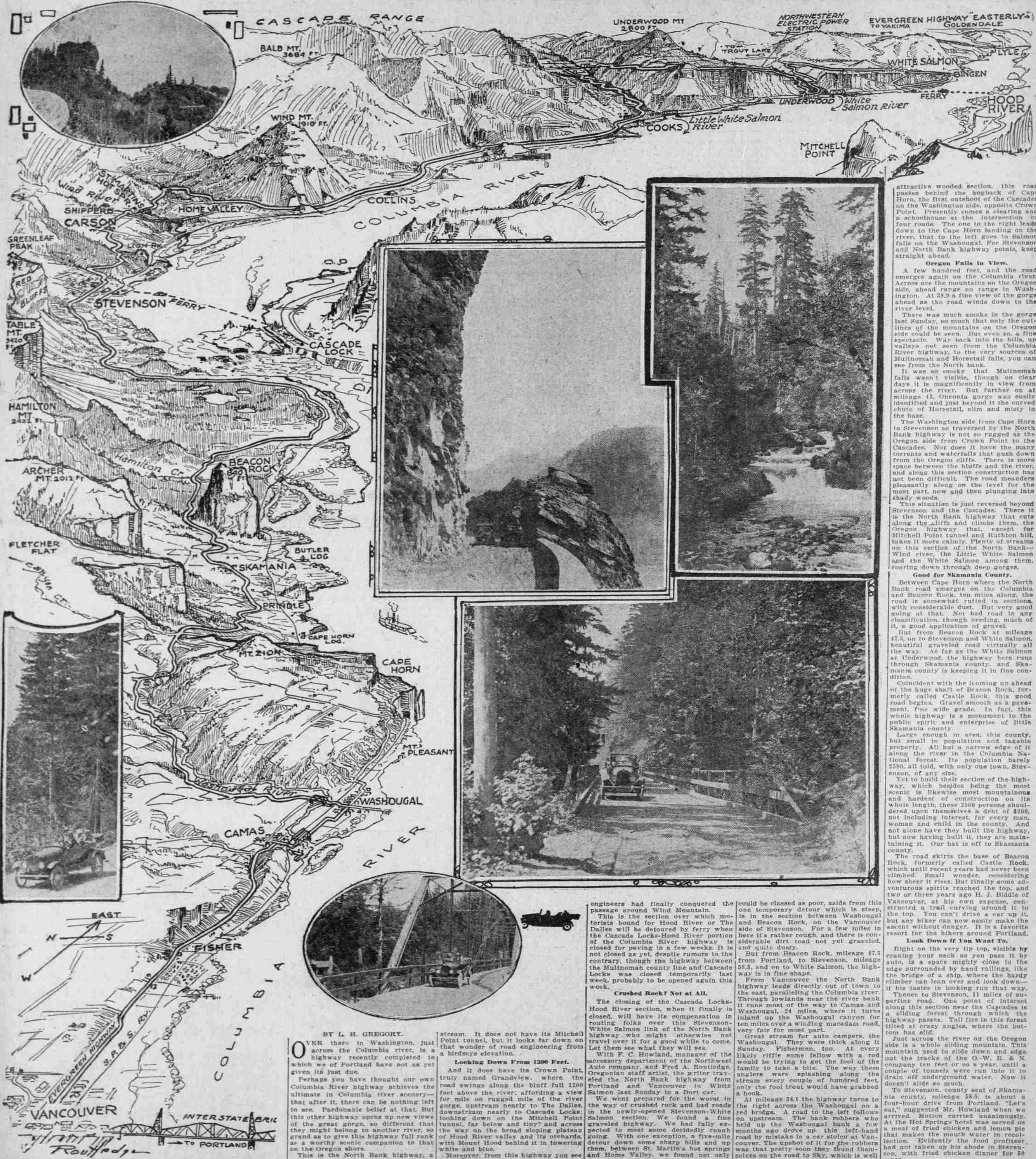




UP NORTH BANK HIGHWAY TO WHITE SALMON IN A DORT

This Newly Opened Road of Surpassing Scenery Up the Washington Side of the Columbia River in Fine Condition Between Stevenson and White Salmon.



attractive wooded section, this road passes behind the hogback of Cape Horn, the first outcrop of the Cascade Range on the Washington side, opposite Crown Point. Presently comes a clearing and a schoolhouse at the intersection of four roads. The one to the right leads down to the Cape Horn landing on the river, that to the left goes to Salmon falls on the Washington. For Stevenson and North Bank highway points, keep straight ahead.

Oregon Falls in View.
A few hundred feet, and the road emerges again on the Columbia river. Across are the mountains on the Oregon side, ahead range in Washington. At 35.9 a fine view of the gorge ahead as the road winds down to the river level.

There was much smoke in the gorge last Sunday, so much that only the outlines of the mountains on the Oregon side could be seen. But even so, a fine spectacle. Way back into the hills, up valleys not seen from the Columbia River highway, to the very sources of Multnomah and Horsetail falls, you can see from the North bank.

It was so smoky that Multnomah falls wasn't visible, though on clear days it is magnificently in view from across the river. But further on at mileage 43, Oneonta gorge was easily identified and just beyond it the curved chute of Horsetail, slim and misty in the haze.

The Washington side from Cape Horn to Stevenson as traversed by the North Bank highway is not so rugged as the Oregon side from Crown Point to the Cascades. Nor does it have the many torrents and waterfalls that gush down from the Oregon cliffs. There is more space between the bluffs and the river, and along this section construction has not been difficult. The road meanders pleasantly along on the level for the most part, now and then plunging into shady woods.

This situation is just reversed beyond Stevenson and the Cascades. There it is the North Bank highway that cuts along the cliffs and climbs them, the Oregon highway that, except for Mitchell Point tunnel and Ruiton hill, takes it more easily. Plenty of streams on this section of the North Bank—Wind river, the Little White Salmon and the White Salmon among them, roaring down through deep gorges.

Good for Skamania County.
Between Cape Horn where the North Bank road emerges on the Columbia and Beacon Rock, ten miles along, the road is somewhat rutted in places, with considerable dust. But very good going at that. Not bad road in any classification, though needing, much of it, a good application of gravel.

But from Beacon Rock at mileage 47.3, on to Stevenson and White Salmon, beautiful gravelled road virtually all the way. As far as the White Salmon at Underwood, the highway here runs through Skamania county, and Skamania county is keeping it in fine condition.

Coincidental with the coming up ahead of the huge shaft of Beacon Rock, formerly called Castle Rock, this good road begins. Travel smooth as a pavement, fine wide grade. In fact the whole highway is a monument to the public spirit and enterprise of little Skamania county.

Large enough in area, this county, but small in population and taxable property. All but a narrow edge of it along the river in the Columbia National Forest. Its population, however, 2500, all told, with only one town, Stevenson, of any size.

Yet to build their section of the highway, which besides being the most scenic is likewise most mountainous and hardest of construction on its whole length, these 2500 persons shouldered upon themselves a debt of \$200, not including interest, for every man, woman and child in the county. And not alone have they built the highway, but now having built it, they are maintaining it. Our hat is off to Skamania county.

The road skirts the base of Beacon Rock, formerly called Castle Rock, which until recent years had never been climbed. Small wonder, considering how sheer it rises. But finally some adventurous spirits reached the top, and two or three years ago H. J. Biddle of Vancouver, at his own expense, constructed a trail curving around it to the top. You can't drive a car up it, but any hiker can now easily make the ascent without danger. It is a favorite resort for the hikers around Portland.

Look Down if You Want To.
Right on the very tip top, visible by craning your neck as you pass it by auto, is a space mighty close to the edge surrounded by hand railings, like the bridge of a ship, where the hardy climber can lean over and look down— if his tastes in looking run that way.

Thence, to Stevenson, 11 miles of superlative road. One point of interest along this section near the Cascades is a sliding forest through which the highway passes. Tall firs in this forest tilted at crazy angles, where the bottom has slid.

Just across the river on the Oregon side is a whole sliding mountain. This mountain used to slide down and edge out the tracks of the O. W. R. & N. company ten feet or so a year, until a couple of tunnels were run into it to drain off underground water. Now it doesn't slide so much.

To Stevenson, county seat of Skamania county, mileage 58.5, is about a four-hour drive from Portland. "Let's eat," suggested Mr. Howland when we arrived. Motion carried unanimously. At the Hot Springs hotel was served us a meal of fried chicken and lemon pie that makes the mouth water in recollection. Evidently the food profiteer had not taken up his abode in Stevenson, with fried chicken dinner for 50 cents.

Stevenson is the point where motorists bound for Hood River and The Dalles will ferry across from Cascade Locks after the closing of the Cascade Locks-Hood River section of the highway. The charges on the Hood River-Stevenson ferry range from \$1 to \$2.

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engineers had finally conquered the passage around Wind Mountain. This is the section over which motorists bound for Hood River or The Dalles will be detoured by ferry when the Cascade Locks-Hood River portion of the Columbia River highway is closed for paving in a few weeks. It is not closed as yet, despite rumors to the contrary, though the highway between the Multnomah county line and Cascade Locks was closed temporarily last week, probably to be opened again this week.

Crushed Rock? Not at All.
The closing of the Cascade Locks-Hood River section, when it finally is closed, will have its compensation in routing folks over this Stevenson-White Salmon link of the North Bank highway who might otherwise not travel over it for a good while to come. Let them see what they will see.

With F. C. Howland, manager of the necessary department of the Northwest Auto company, and Fred A. Routledge, Oregonian staff artist, the writer traveled the North Bank highway from Portland and Vancouver to White Salmon last Sunday in a Dort car.

We went prepared for the worst in the way of crushed rock and bad roads in the newly-opened Stevenson-White Salmon section. We found a fine gravelled highway. We had fully expected to meet some decidedly rough going. With one exception, a five-mile detour down some sharp hills and up them, between St. Martin's hot springs and Home Valley, we found not only good road, but first-class highway.

And this detour is only temporary, caused by the sliding out of a portion of the main grade around a sandy hill. By the time this is read it may be repaired, and is almost certain to be by next Sunday.

The only part of the road all the way from Vancouver to White Salmon that

BY L. H. GREGORY.

OVER there in Washington, just across the Columbia river, is a highway recently completed to which we of Portland have not as yet given its just due.

Perhaps you have thought our own Columbia River highway achieves the ultimate in Columbia river scenery—that after it, there can be nothing left to see. Pardonable belief at that. But this other highway opens up new views of the great gorge, so different that they might belong to another river, so grand as to give this highway full rank as a worthy scenic companion to that on the Oregon shore.

This is the North Bank highway, a link of the Evergreen highway, extending from Vancouver through Washougal, Camas, Skamania, Stevenson, Cooke and Underwood to White Salmon on the Washington bluff.

stream. It does not have its Mitchell Point tunnel, but it looks far down that wonder of road engineering from a bird's-eye elevation.

Looking Down From 1200 Feet.
And it does have its Crown Point, truly named Grandview, where the road swings along the bluff full 1200 feet above the river; affording a view for mile on rugged mile of the river gorge, upstream nearly to The Dalles, downstream nearly to Cascade Locks; looking down on the Mitchell Point tunnel, far below and tiny; and across the way on the broad sloping plateau of Hood River valley and its orchards, with Mount Hood behind it in towering white and blue.

Moreover, from this highway you see behind Multnomah and Horsetail and other falls of the Oregon side to where they are born in steep valleys breaking down from the mountains.

Scenery worth any person's time all along this route. From Vancouver east, but the real scenic treat on that section between Stevenson and White Salmon, opened only two months ago after the