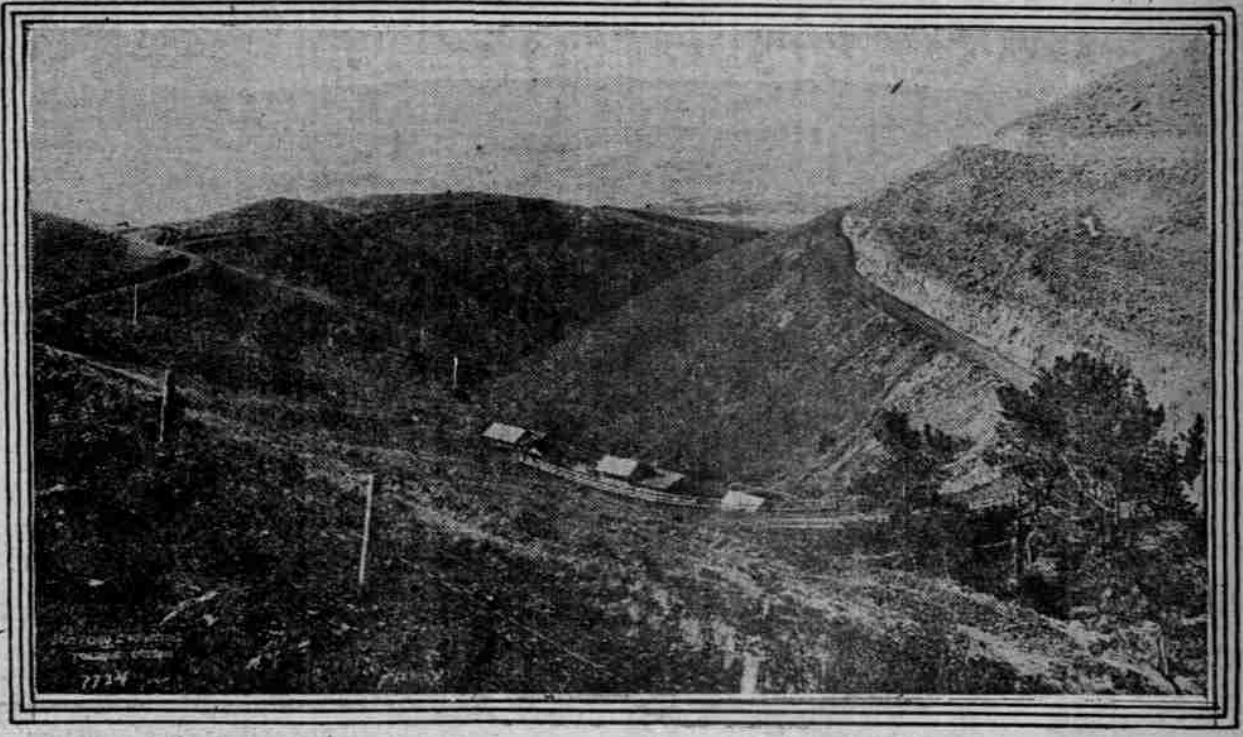
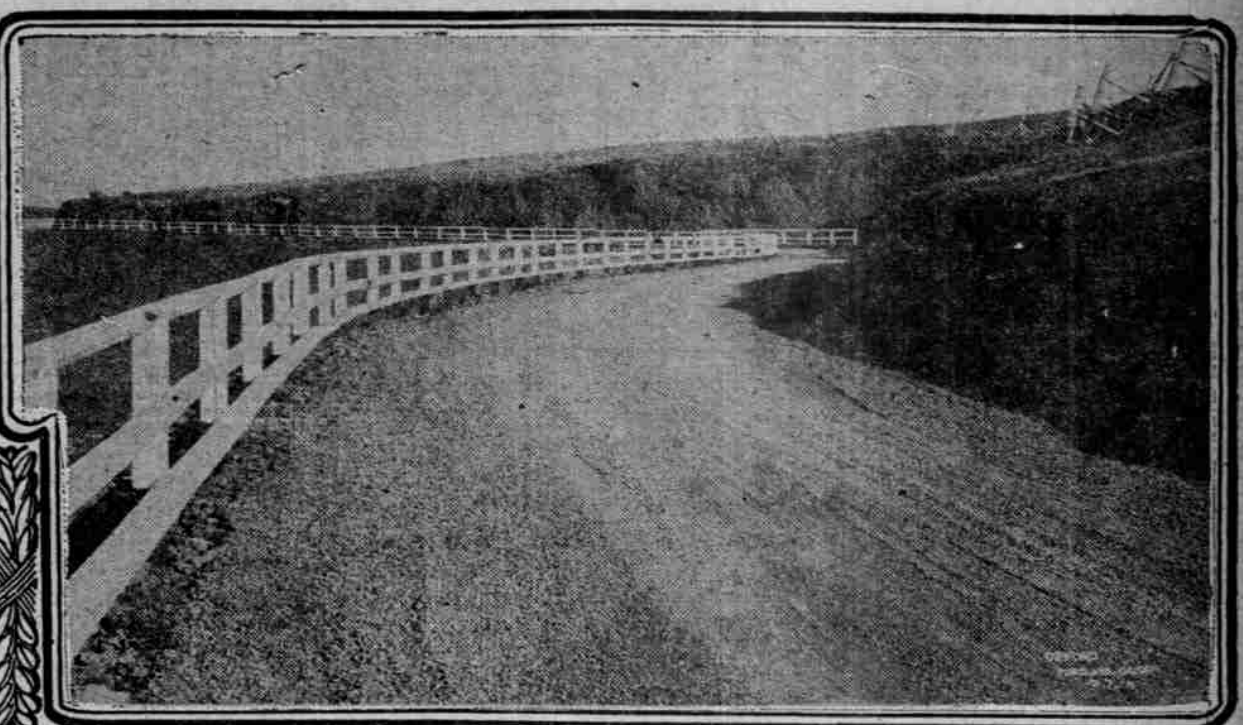
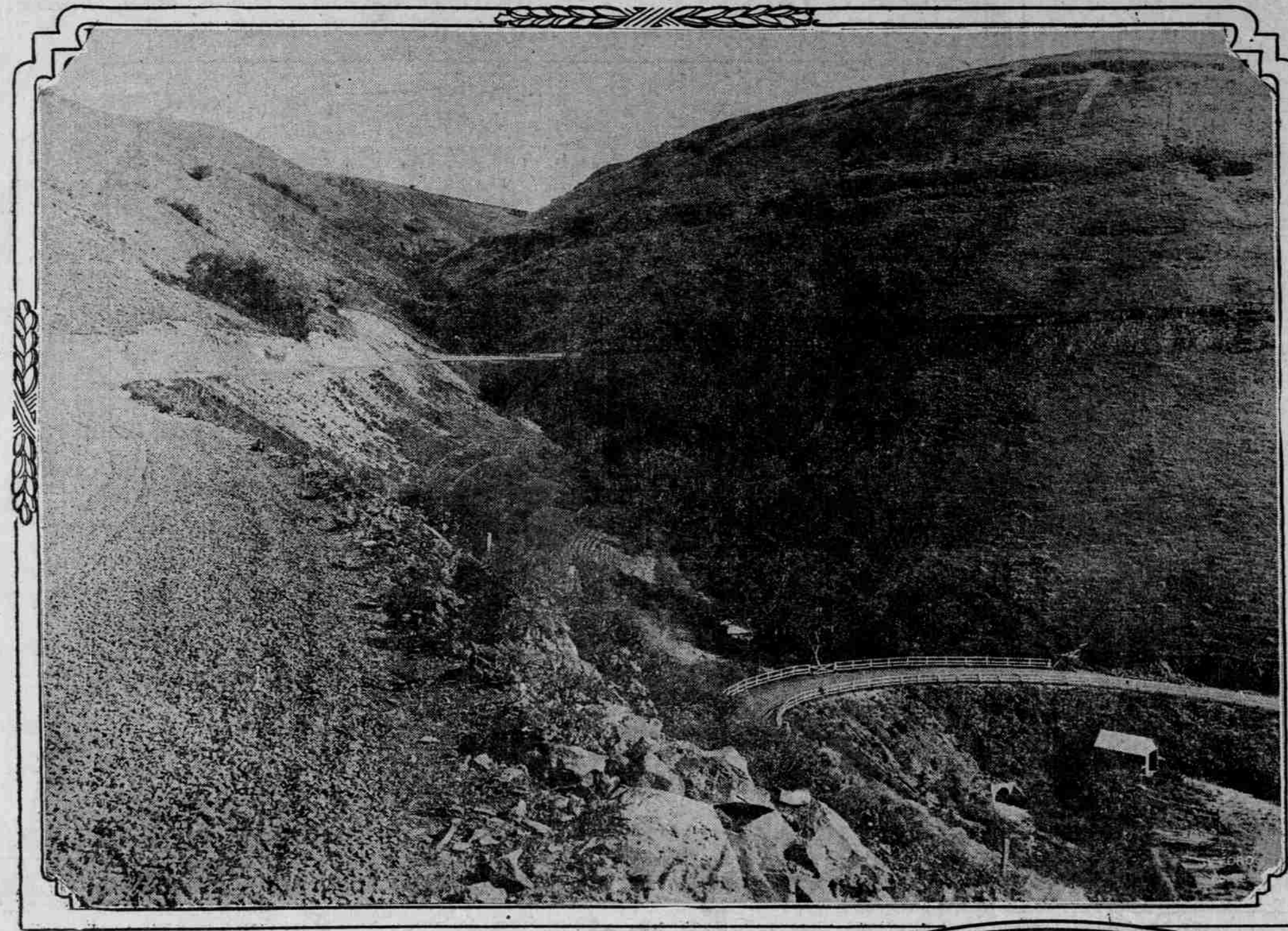


# LEWISTON HILL HIGHWAY ONE OF WONDER ROADS OF THE WEST

Tourists Come From Afar to See the View and Drive Over 10-Mile Road Which Climbs in Great Loops and Curves to Crest of Bluffs Across Clearwater From Lewiston.



BY H. E. FOWLER.  
LEWISTON, Idaho, May 22.—(Special.)—The Lewiston hill highway, which winds snake-like for ten miles up the bluffs across the Clearwater river from Lewiston, is one of the masterpieces of scenic road construction in the Pacific northwest.

This beautiful macadam road begins at the Clearwater bridge just north of the city and starts at once on its ascent of the irregular bluffs which rise 2000 feet above the river. After innumerable curves and turns back and forth, but ever up and up, it reaches the crest ten miles from Lewiston. The view from this point is one of grandeur.

In the valley just below is Lewiston, united by a steel span with her smaller sister city, Clarkston, on the Washington side of the Snake river. Just below this bridge the Clearwater unites with the turbulent Snake, and together they flow to join the Columbia at Pasco. On the bench to the south of Lewiston, Lewiston Orchards spreads over the 5000 acres between the town and the rich grain fields of the Tammany region.

Forested Hills in View.  
Just beyond are the thickly forested Craig mountains, which are snow-capped until late in the spring. To the southwest the onlooker may follow the curving Snake river, Swallow's nest, shaped like the rock of Gibraltar, and past the town of Asotin, Wash., until the river is lost in the rolling hills where the three states, Idaho, Washington and Oregon come together.

The Lewiston hill highway was projected in 1915. By that time it had become apparent that the barrier that shut off the Lewiston-Clarkston valley from the rich Palouse wheat country must be overcome if this section of Idaho and Washington were to attain development.

The only way to surmount the natural barrier of bluffs was obviously to build a wide, safe road with an easy grade from Lewiston to the tip of the hill. The question was put up to the citizens and by overwhelming vote they passed a bond issue for \$150,000, the estimated cost of the construction cost outside the city limits.

Maximum Grade 5 Per Cent.  
Such was the economy maintained in building the road that the \$150,000 from the bond issue and the small additional state appropriation paid not only for the originally planned ten miles, but for an additional nine and a half miles as well, five miles of which were an extension of the north and south highway toward Spalding, and four and a half miles toward Genesee and Moscow.

The maximum grade on the Lewiston hill highway is 5 per cent and several miles of sturdy fence on the curves provide perfect safety for motorists.

Tourists from Spokane and points to the north are coming this way in increasing numbers. They come here with the Evergreen highway through Clarkston, Pomeroy, Walla Walla and on to Portland and the Pacific coast.

Lewiston is also the focal point of the Lewis and Clark highway, now building from this city to the Montana state line; of the North and South highway leading to Boise and southern Idaho points, the larger part of which will be completed this summer; and of the Clearwater highway, extending into the great national forests in east-central Idaho.

Planners Do Work Well.  
The original commissioners who worked during the construction period of the Lewiston hill highway were F. N. Finch, now assistant general

manager of the O.-W. B. & N. lines, with offices in Portland; Porter Shain, now sheriff of Nez Perce county; and E. A. White of the fruit shipping firm of White Bros. & Crum. The genius of U. C. Van Arsdol, an engineer of the highway was responsible for the remarkable engineering work which made it possible. By general consent Mr. Finch gets a lion's share of the credit for the success of the project, since in the capacity of secretary-treasurer of the commission he had most of the responsibility for planning the project and expending the funds. The present commissioners are Frank Thompson of the Lewiston Mercantile company; E. A. White and F. B. Bartlett, former head of the Bartlett Lumber company. They are following the pace set by the original commissioners in keeping the road in fine condition, and in making improvements.

To bring the Lewiston hill highway to the attention of the motorists who may contemplate a trip through the inland empire, the commissioners have co-operated with the commercial club in the preparation of a set of ten postcard views of the highway, which are being mailed one each week to 2000 prominent automobile owners in the northwest. Two hundred thousand of these cards will be distributed in one way or another this year and 20,000 of them will be sent out by the local commercial club.

Fine Hotel Comes Next.  
In keeping with the growth of the Lewiston-Clarkston country, and in view of the great increase in tourist travel through this section, a new \$200,000 hotel will be started in the next few months. Stock subscriptions totaling \$200,000 have already been pledged, and a bond issue of \$150,000 will be sold and the expense of equipping the building will be borne by the hotel.

With erection of what will be the finest hotel between Spokane to the north and Boise to the south and Portland to the west, and with the most beautiful scenic highway in all this interior country, the Lewiston-Clarkston valley will soon become a mecca for tourists.

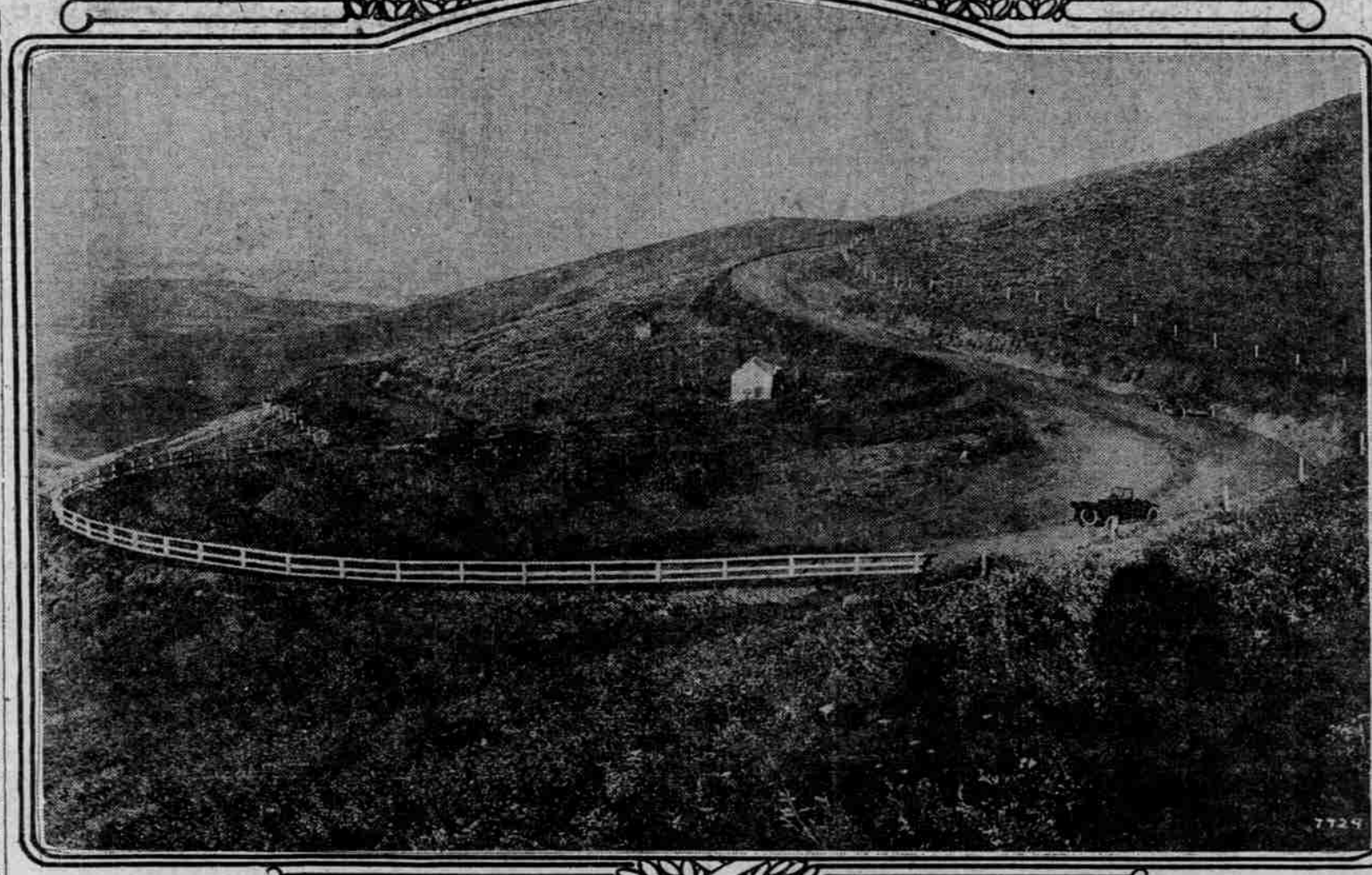
## FARMERS BUYING TRUCKS

Bureau of Crop Estimates Compiles Data Showing Trend.  
Reserve forces that can be concentrated when the time is "just right" have always been a necessity on the farm, but the farmer's difficulties in this connection are augmented today by high labor costs, and this fact is proving a powerful argument for the motor truck on the farm, according to the bureau of crop estimates, department of agriculture, which shows that at least 50,000 farmers in the United States own motor trucks which they use on their farms.

The figures on which the totals for the entire country as well as for the several states are based were secured through the co-operation of approximately 35,000 selected crop reporters, who were asked to report the names and addresses of farmers owning motor trucks for farm use. Passenger cars and trailers for use with passenger cars were excluded. Trucks used primarily for general custom hauling or on regularly established routes were not included.

While this survey can not be considered complete, it is reasonable to believe that in no state were less than 15 per cent of the trucks on farms reported, so that the figures show relative distribution satisfactorily.

At present, there are 25 to 30



At top, large picture—View along Cottonwood gulch section of the Lewiston hill highway, showing two separate parts of the highway, one above the other. At right, above—Summit of the hill. At right, below—Another view of Cottonwood gulch, showing how the highway swings around Cottonwood curve. The bottom picture is a view of one of the loops on the ten-mile climb up the bluffs beyond Lewiston.

## RAINIER ROADS FIXED

STRETCH ABOVE LA GRANDE COSTS \$200,000.

15,000 Cubic Yards of Rock Are Blasted From Hill to Make Passage Way.

TACOMA, Wash., May 22.—Pilgrims who annually drive by motor car to the slopes of Mount Rainier will learn with interest that widening and grading the road through the 2 1/2 miles of Nisqually canyon, above La Grande, will be completed in time for the opening of the touring season June 1. Everything will be in readiness when the park opens. More than 15,000 cubic yards of rock were blasted out of the hill to make this road, two carloads of powder being used for the purpose. The 2 1/2-mile stretch cost approximately \$200,000.

This gigantic task, undertaken to make the road through the canyon safer and easier of grade, has required three eight-hour shifts daily

## RAINIER ROADS FIXED

STRETCH ABOVE LA GRANDE COSTS \$200,000.

15,000 Cubic Yards of Rock Are Blasted From Hill to Make Passage Way.

TACOMA, Wash., May 22.—Pilgrims who annually drive by motor car to the slopes of Mount Rainier will learn with interest that widening and grading the road through the 2 1/2 miles of Nisqually canyon, above La Grande, will be completed in time for the opening of the touring season June 1. Everything will be in readiness when the park opens. More than 15,000 cubic yards of rock were blasted out of the hill to make this road, two carloads of powder being used for the purpose. The 2 1/2-mile stretch cost approximately \$200,000.

This gigantic task, undertaken to make the road through the canyon safer and easier of grade, has required three eight-hour shifts daily

## UNION DEPOT FOR TRUCKS

THAT'S THE PROPOSAL MADE BY CAPTAIN FORRESTER.

Truck Operator Suggests That All Lines Get Together for a Common Terminal.

A proposal that operators of motor truck freight and express lines out of Portland, for their own good and that of the public combine to use one common terminal in Portland, is made by Captain A. C. Forrester, who operates the Intervalley Motor transport, with two trucks making daily trips between Portland, Newberg, Dayton and McMinnville.

Captain Forrester recently obtained on lease the old gas house at Front and Flanders streets. This he declares would make an ideal centrally located terminal station for truck lines, and he says he will share it with operators of any and all such lines for terminal purposes.

## POOR LUBRICATION

Motorists who do not think they are getting sufficient mileage from a gallon of gasoline should take care to lubricate their cars properly.

Frigid is the greatest friend of the gas bill and the best decelerator in the world. One of the points forgotten by many motorists is the careful oiling of the valve stems. On a long drive or where the car is being used regularly, the oiling of these stems with a good grade of oil—your garage man will advise you as to the best for your own particular make of car—will make an appreciable addition to the miles per gallon and will greatly increase the efficiency and pulling power of your motor.

## ROCK POINTS BLASTED OFF

TNT Used in Construction Work on McKenzie Highway.

EUGENE, Or., May 22.—(Special.)—The difference rocky points on the McKenzie river highway between Blue River and McKenzie bridge are being blasted off and the roadway made twice or three times as wide as formerly. The whole bluff at Crib point

## ECONOMY RUN IS LIKED

YOSEMITE TESTS CARRIED OUT EARLY THIS YEAR.

Tourist Travel Avoided and Auto-ists Find Complete Facilities Available.

CAMP CURRY, Cal., May 22.—This year's Los Angeles to Camp Curry economy run demonstrated many things, one of the most important being the feasibility of holding the annual event early in May. Prior to this year, the economy run had always been held at the very end of May, and as a result, the cars had to make the trip with congested road conditions. Accommodations were also scarce, owing to the large number of people in the valley by that time.

By staging the run in the first half of May, the entire facilities of Camp Curry are available for the handling of the big delegations of motorists and road conditions are almost ideal. The run demonstrated the excellent condition of the Wawona route to the Yosemite. Although there is considerable snow on both sides of the road for quite a distance there is none on the road itself, and none of the fords are dangerous to cross. It was quite significant that all the cars that reached the grade went over without serious trouble of any kind.

Foster Curry put on the biggest entertainment of the year in honor of the automobile men the night the economy run and sociability run from the bay cities got in to camp. The usual campfire program, a firefall, perhaps more magnificent than any ever before put over from either point, climaxed the evening's entertainment, followed by a ball in the Camp Curry auditorium.

Sunday night, Bob Marland, secretary of the California Automobile Trades association, put on a little program of his own which made a big hit with the audience. The crowd got to singing the grand old song of the motorist: "Won't you come with me, Lucille, in my merry Oldsmobile," and ended up in mass, Bob Marland leading, with a whirling dervish. Dorris won Class No. 4, scoring 47.84 per cent; L. M. Folk, pilot.

## SPECIAL TRAIN IS CANCELED

Tacoma Excursion to Auto Races at Indianapolis All Off.

TACOMA, May 22.—It has been decided to postpone the excursion from Tacoma and Seattle to the Indianapolis races until next year since it has been found impossible to get enough motor car dealers and other men in general able to make the round trip at this time. The special New York, the national boy scout camp they will return through Central New York stopping at Niagara Falls. The commissary truck will be equipped with six wheels, the unusual design being developed by engineer of the Goodyear Tire and Rubber company.

## TIGHTEN ENGINE BOLTS

In some cars looseness of the engine bolts which hold the water pump may cause misalignment of the engine, with serious consequences. There is even slight looseness of the bolts it may permit the engine support to hammer and pound and in time supporting arm may actually break off.