

NORTH BANK ROUTE
FINE SCENIC DRIVEWashington Highway in Good
Touring Condition.

HUPMOBILE LOGS THE TRIP

Only Rough Section to White Salmon
Now Between Vancouver
and Camas.

(Continued From First Page.)

Bank highway now is far more scenic than a year ago because the atmosphere is so clear. Last summer the whole Columbia gorge was filled with smoke from forest fires. This summer the late rains have quenched the fires, and the gorge is clear as a bell.

No More Home Valley Detour.

Last year, also, there was a rough five-mile detour, mostly up-hill over dirt road, between St. Martin's springs and Home Valley, occasioned by the sliding out of a section of sand bluff along the main highway. The main road is now in use along this section, and in fine shape.

From Cook's, at mileage 75.8, to the crossing of the Little White Salmon, at mileage 81.7, the road, while it would be greatly helped by a coating of the pea gravel that makes such wonderful surfacing on much of the highway, is good, though some of it is apparently of dirt. From the Little White Salmon crossing nearly to Grand View, on the Underwood bluff, mileage 81.7 to about 95.1, a little more than three miles, there is a good deal of red clay without top surface. Good at present, but bad in wet weather.

But from mileage 95.1 on to Underwood, mileage 91.4, perfect gravel. Thence to White Salmon there is about two miles of rather rough going, but nothing bad.

Taken all in all, road conditions are excellent. In this summer weather a motorist will have reason to complain about road conditions on the North Bank highway, but rather will praise them enthusiastically, as a whole, with the single exception of that part from Vancouver to Camas. That is in a section that ought to have good roads, while Skamania county, with its few people and mountain handicaps to overcome, would have plenty of excuse for a little bad road. Yet it has the fine road and Clarke county the poor road.

Gravel at Wind Mountain.

Another point to be mentioned is that around Wind Mountain, where last year the road was of sharp crushed rock, there is now a beautiful smooth surface of pea gravel.

From Portland to White Salmon over the North Bank highway, with the present detour to Camas, is exactly 87 miles. This is just 10 miles farther than to Hood River, opposite White Salmon, by Columbia river highway.

To complete the North Bank-Columbia river highway loop back to Portland, Dea, the railroad station of White Salmon, and thence another mile along the bluff to the White Salmon-Hood River ferry, the whole on this ferry, which is a large, roomy stern wheeler, is \$1.03, including war tax, for an auto and two passengers, each additional passenger being 25 cents more. This applies to any make of car, from Pierce-Arrow to Ford.

From Hood River to Portland there is now paved highway all the way. The paved stretch through Mitchell's Point tunnel last Friday, and the 68-mile run can be made in less than an hour.

Follows a log of the North Bank highway from Portland to White Salmon and then to Hood River.

Log of North Bank Highway.

0.00 Oregonian building, Portland. Drive to Vancouver, B. C., via the highway.

8.0 Vancouver. Straight ahead to Eighth street, where turn right and proceed through army post to the highway.

9.2 Out of reservation, turn left on road.

9.4 Now turn right, at sign "To Camas, Straight ahead. This road is fair, with a good many chuck holes, but rock bottom, to about mileage 10, but then roughens up very badly with some dirt road. This detour over the bank road to Camas is the roughest part of the North Bank highway trip.

10.7 Straight ahead.

12.4 Turn right.

13.4 Straight ahead. The road is now exceedingly rough and disagreeable for most part. No wonder people of Camas are looking at condition of detour roads while main river highway is being paved.

23.1 Left. Down steep hill.

23.7 Camas. Paper mill town. Take main road to Washoult. This is broken macadam road, a little rough, but much better than to Camas.

26.5 Washoult. Turn left here and cross railroad over overhead crossing.

27.0 Road bridge over Washoult river. Now for several miles road follows Washington river, picturesque stream, pretty drive, road macadam and very fair.

27.1 Right.

27.7 Rock crusher.

28.1 Right.

32.0 Pass the chute from mountain down into river.

32.4 Straight ahead.

35.0 Straight ahead.

35.7 Turn to right and cross road steel bridge. The road is now good macadam. Persons looking for good steeling places will find them by taking left-hand road up river, but keep off this if bound for North Bank highway.

37.8 Bridge. Road pretty through moderate sized timber and undergrowth.

38.9 Four cross roads at village of Cape Horn. Keep straight ahead. Road now winds down from hump back of Cape Horn to Columbia river. Many sharp turns, but road in excellent condition. This is real beginning of scenic drive.

41.0 Now you come out on the Columbia river, at point nearly opposite Washoult. The river is wide, and the banks are clearly visible across the river. Atmosphere remarkably clear. This highway of cliffs along Columbia river highway and falls on Oregon side. You see the upper canyons from which the Multnomah falls. Horsetail falls leap down. And the road is good macadam.

42.0 Crushed rock, but well worn down to dirt. This replaces dirt and dust road of last summer. Good shape.

43.1 Cross logging railroad.

43.7 Now good macadam.

43.8 Pass washoult's fine country home here with lakelet and all city conveniences.

44.0 Straight ahead.

44.6 At Cloud ranch. Road fine. Beautiful view of Columbia river and hattered cliffs on Oregon side.

46.0 Wood bridge. Good macadam now ends for about 2.5 miles. Dirt road but recently scraped and very good here, though getting dusty.

47.5 Skamania station. Gravel 2 miles, then narrow, twisting road of dirt, lots of dust to 46.7, 1.5 miles. This is the old grade, not yet replaced, and there isn't much of it.

49.1 Now fine gravel road.

50.0 Reason rock.

50.7 All fine road gravel in here. Now along Columbia near Cascades. Two-plank road for short distances around bluffs is 52.3, or only 6 of a mile. Then fine gravel-macadam again.

57.5 Pretty take to left. The succession of bluffs on both sides as road swings

AMONG THE BIG TREES ALONG THE INLAND HIGHWAY TO ASTORIA.



The inland highway to Astoria, by reason of the beautiful timber through which it passes for most of its length, is one of the most scenic of Oregon's many scenic roads. This view is one of many like it along the plank road in the valley of the Nehalem, above Jewel. In a few years these trees will give way to a desolate wilderness of stumps and snags and another scenic road will become a memory, unless something can be done to save the trees along it. All the timber is privately owned and will be cut to the last tree. Even now the logging crews are drawing nearer.

to left around wide curve of Columbia Cascades.

61.2 Bridge.

61.7 Town of Stevenson. Straight ahead.

62.0 High wooden bridge.

62.5 Fine gravel road and beautiful view ahead up the gorge. Wind mountain to left. Shell Rock mountain on Oregon side to right.

63.2 Around curving bridge and along cliff near Nipahant head.

63.1 Sewall.

63.0 Carson hotel.

63.2 Town of Carson. Here turn right.

63.8 St. Martin's hot springs; turn off to left. North Bank highway straight ahead.

67.2 Take right hand road. Road to left is detour made necessary last summer by sliding of main highway around sand cliff where it slid out. Detour now eliminated, main highway fine gravel.

67.5 Here is the sand bluff where road slid out a year ago, now in good shape.

68.0 Road loops down in beautiful winding curves through the trees to Wind mountain, where road has been chiseled through deep rock cut. Shell Rock mountain on Oregon side just opposite. Here where last year was heavy crushed rock now has perfect surface of pea gravel.

69.2 Wind mountain just ahead.

69.3 Now swinging around front of Wind mountain, where road has been chiseled through deep rock cut. Shell Rock mountain on Oregon side just opposite. Here where last year was heavy crushed rock now has perfect surface of pea gravel.

71.7 Right.

72.0 Along railroad.

72.6 Supercut cut. Road all fine gravel.

73.0 Cook's. Now you start on most scenic road to Camas-Evergreen highway.

75.9 Sign: "Caution—3-mile grade, 6 to 8 per cent, sharp curves." Road begins to climb. Not so good as that last drive over the detour. One pea gravel surface, but still quite rough. There are many very sharp turns, with deep canyon alongside. Drive carefully. Sound horns for turns.

77.2 Bridge at head of first canyon. Still going up.

77.4 Take rough, good drinking place for Ford. Road seems to be dirt, possibly some rock underfoot, but the going is easy. Turn right, road is sharp. Around timbered gorge-side.

77.0 Swing around a corner into gorge of Little White Salmon. Road high up, stream far down. Road quite good, though gravel surface would help some.

78.3 Now nearly on level, only slight climb. Road going back from river into upper bench land of Little White Salmon. Some dirt, some gravel, some macadam, some dust, generally fair.

79.4 Straight ahead. Macadam.

80.6 Right at barn.

81.1 Right. Now down to crossing of Little White Salmon.

81.7 Scenic spot. Bridge crosses Little White Salmon. Favorite place for campers. Now up again on opposite side of canyon. This was dirt or crushed rock last year, now with stretches of macadam, dust, red clay, two to three miles of latter not yet surfaced. Keep off it in wet weather, but very good now.

84.3 First view of part of Columbia river gorge far down.

85.1 Now gravel, fine and smooth.

85.3 From high above the river you now have wonderful view of gorge, Mount Hood and Hood river and its valley. But even fuller, grander view is to come.

85.8 Grand View summer home. All the name implies. Road fine gravel.

86.5 Here the view of views, Columbia gorge in both directions. Mount Hood, Hood river valley sloping up to Mount Hood. Now down to 1000 to 1200 feet above Columbia. Road is good.

87.0 Fine gravel all along here. Road Salmon river.

90.2 Left.

90.2 Circle to right, now in canyon of White Salmon. Right to Underwood and town of White Salmon, left to

Northwestern Electric power plant and short cut for Mount Adams.

91.4 Underwood. Turn left for White Salmon. Bad fork and turn here. Be careful. Rough down to bridge, fine gravel ends.

91.7 Bridge across White Salmon. Road up from this bridge to White Salmon bluffs is rough and narrow, but fortunately not very long.

92.7 Turn right, now on main road to White Salmon. To complete loop back to Portland by way of Hood River, keep straight ahead down hill on fine broad gravel road.

98.4 Blinn. Turn right at sign for White Salmon ferry. Gravel.

100.1 Cross S. P. & N. railroad.

100.3 White Salmon ferry. Fare \$1.03, including war tax, for automobile and two passengers. Good ferry.

101.3 Hood River. Highway back to Portland now open at all times at day and saved for entire distance.

109.0 Oregonian building, Portland, end of loop.

GASOLINE CARGOES LARGE
FOUR AND HALF MILLION GALLONS LEAVE SAN FRANCISCO.Customs Figures Show Enormous
Exports to Foreign Ports.
Early in 1920.

SAN FRANCISCO, July 31.—More than four and a half million gallons of gasoline were exported from San Francisco customs district last month, according to figures compiled by J. O. Davis, collector of customs. The value of the gasoline shipped out of the country was \$1,461,731. Exports of gasoline for other months of this year in gallons were:

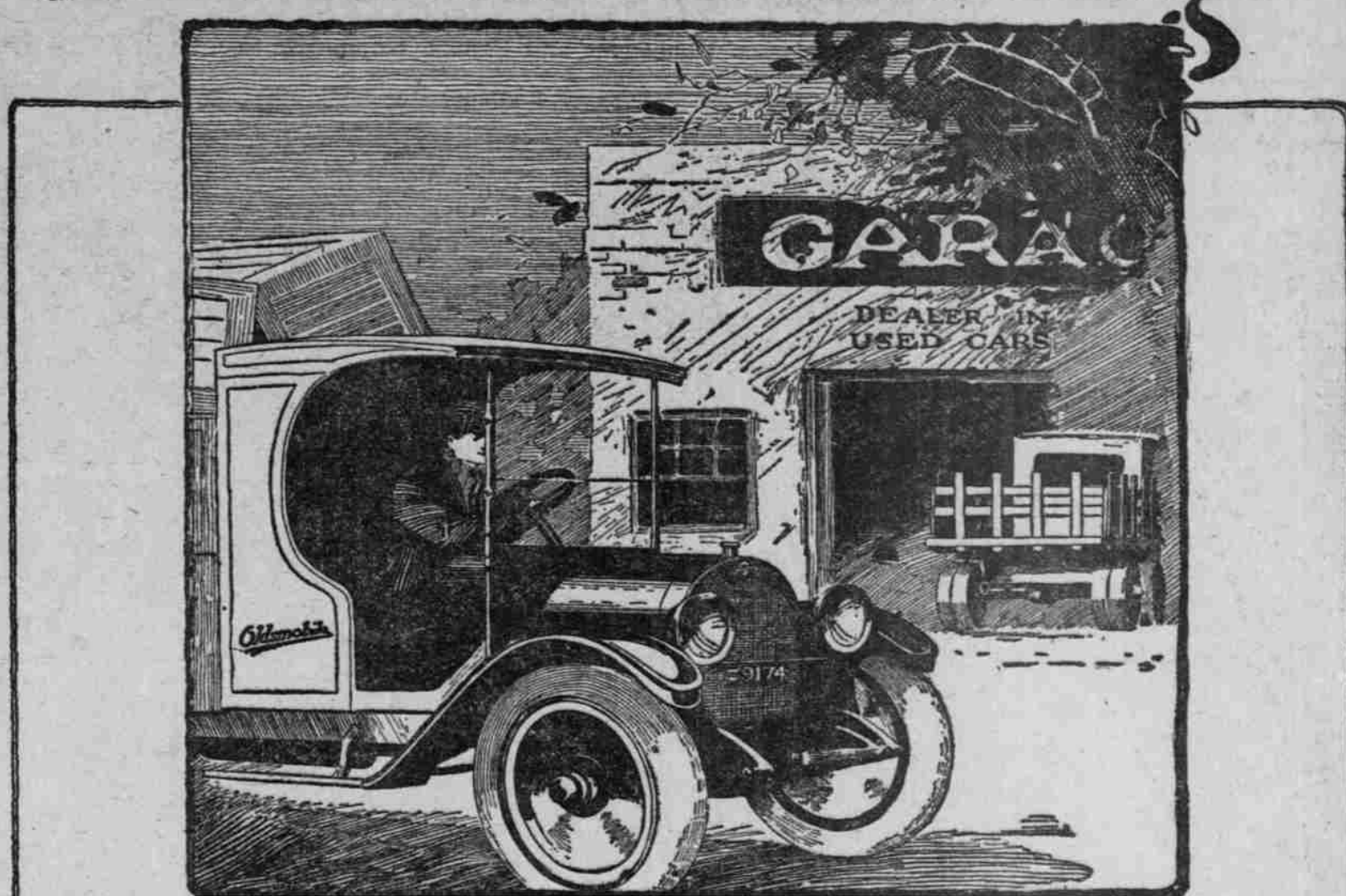
	Gallons	Value
January	2,680,596	\$770,929
February	1,415,959	\$415,959
March	1,415,959	\$415,959
April	867,929	\$245,929
May	1,415,959	\$415,959
June	4,500,000	\$1,250,000
The principal countries to which gasoline was exported during June were:		
Canada	2,193,600	\$570,828
Philippines	1,415,959	\$415,959
New Zealand	377,990	\$105,885
Australia	377,990	\$105,885
China, Oceania, South and Central America	1,415,959	\$415,959
In addition to the gasoline, several million gallons of other oils were exported during June. The exports were:		
Fuel and gas	27,147,062	\$1,236,938
Illuminating	10,217,734	\$1,279,461
Gasoline	4,500,000	\$1,250,000
Lubricating	1,415,959	\$415,959
Other oils	1,415,959	\$415,959

Flying on the Ground.

Germany has developed a machine very similar to the Hupmobile. It is a car, for simplifying the training of airmen. It consists of a swing or see-saw on which both instructor and pupil sit and is worked by an electric motor, which is controlled entirely according to the desire of the instructor. Being worked by a lever it can, at will, travel, dip on one side or the other, swing or be brought out of balance. If one practices with bandaged eyes, the conditions of flying in fog, through clouds or in darkness can be produced.

CLEAN-UP SALE
TIRESAFTER INVENTORY WE FIND WE HAVE
TOO MANY TIRES OF CERTAIN SIZESand therefore have reduced them especially
for quick sale. You will be fortunate, indeed,
if any of these tires are used by you. Come,
and see them—all fine quality; full of service;
strictly new; not even used a few days.
Tubes guaranteed one year. Shipments C. O.
D. subject to examination.

Size	Price	Size	Price
28x3 1/2	\$12.50	32x4 1/2	\$18.00
30x3 1/2	\$13.75	32x4 1/2	\$19.00
32x3 1/2	\$15.00	32x4 1/2	\$20.00
32x3 1/2	\$16.00	32x4 1/2	\$21.00
32x3 1/2	\$17.00	32x4 1/2	\$22.00
32x3 1/2	\$18.00	32x4 1/2	\$23.00
32x3 1/2	\$19.00	32x4 1/2	\$24.00
32x3 1/2	\$20.00	32x4 1/2	\$25.00
32x3 1/2	\$21.00	32x4 1/2	\$26.00
32x3 1/2	\$22.00	32x4 1/2	\$27.00
32x3 1/2	\$23.00	32x4 1/2	\$28.00
32x3 1/2	\$24.00	32x4 1/2	\$29.00
32x3 1/2	\$25.00	32x4 1/2	\$30.00
32x3 1/2	\$26.00	32x4 1/2	\$31.00
32x3 1/2	\$27.00	32x4 1/2	\$32.00
32x3 1/2	\$28.00	32x4 1/2	\$33.00
32x3 1/2	\$29.00	32x4 1/2	\$34.00
32x3 1/2	\$30.00	32x4 1/2	\$35.00

Eagle Tire Company
122 N. BROADWAY
Portland, Or. Phone Bdwy. 1612EXIT: the High
Cost of Haulage

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Oldsmobile Co.
of Oregon
Broadway at Couch
Phone Broadway 2270Oldsmobile
ECONOMY
TruckChassis only, \$1750
With cab, \$1795
With express body
\$1850
Prices Portland
Delivery

exceptionally safe mountain road. The scenery is simply grand and I cannot imagine what person could be like who would not enjoy a trip over this beautiful mountain road.

The worst mountain to climb is the Lily hill between Wren and Blodgett and while this is quiet steep in places requiring low gear on your car I do not consider this a bad climb as the surface is smooth and the distance between a quarter and a half mile. Other than this I do not recall another place that I failed to climb on high and intermediate gear with my Dodge.

I feel that the Article as it appeared in Sunday Oregonian was unjust to you and I resent it for you. You have the most beautiful and attractive beach on the Pacific coast and the most convenient for the Willamette Valley people and such an article tends to deprive folks who would enjoy this trip of the pleasure and in noway farther the interest of the New Port road to many of the valley roads and consider it an ex-

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Beach a very bright future and with the completion of the State Highway which is now under construction it will bring within a few hours reach by auto the most beautiful ocean beaches on the Pacific. Sincerely Yours,

If the Carburetor Leaks. If there is a constant dripping of gasoline from the carburetor, the float valve mechanism is not operating as it should. When the level of fuel in the float bowl reaches the proper height, the needle valve controlling the flow of gasoline into the reservoir of the carburetor should shut off. If it does not work properly, the adjustment should be checked up and the valve and its seat examined for dirt or grit. Perhaps the needle valve is worn, in which case it should be carefully ground into a good seat.

SATCHEL PULLMAN FOR BABY

Vanderbilt Actor Father Invents an Interesting Article of Travel.

In order to simplify the matter of transporting the baby an inventor, father, who is a vaudeville actor, has invented the satchel pullman, which is a bit of hand baggage constructed of heavy wire mesh and measuring 30 inches long, 18 inches wide and 20 inches high. The satchel weighs only 22 ounces complete, says the Chicago Tribune, with its feather-weight mattress, pillow, blankets, etc. On a rainy day a satchel is provided with a rubber cover. In this it is much

easier to carry the baby than any other way that has been devised.

proper height, the needle valve controlling the flow of gasoline into the reservoir of the carburetor should shut off. If it does not work properly, the adjustment should be checked up and the valve and its seat examined for dirt or grit. Perhaps the needle valve is worn, in which case it should be carefully ground into a good seat.

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