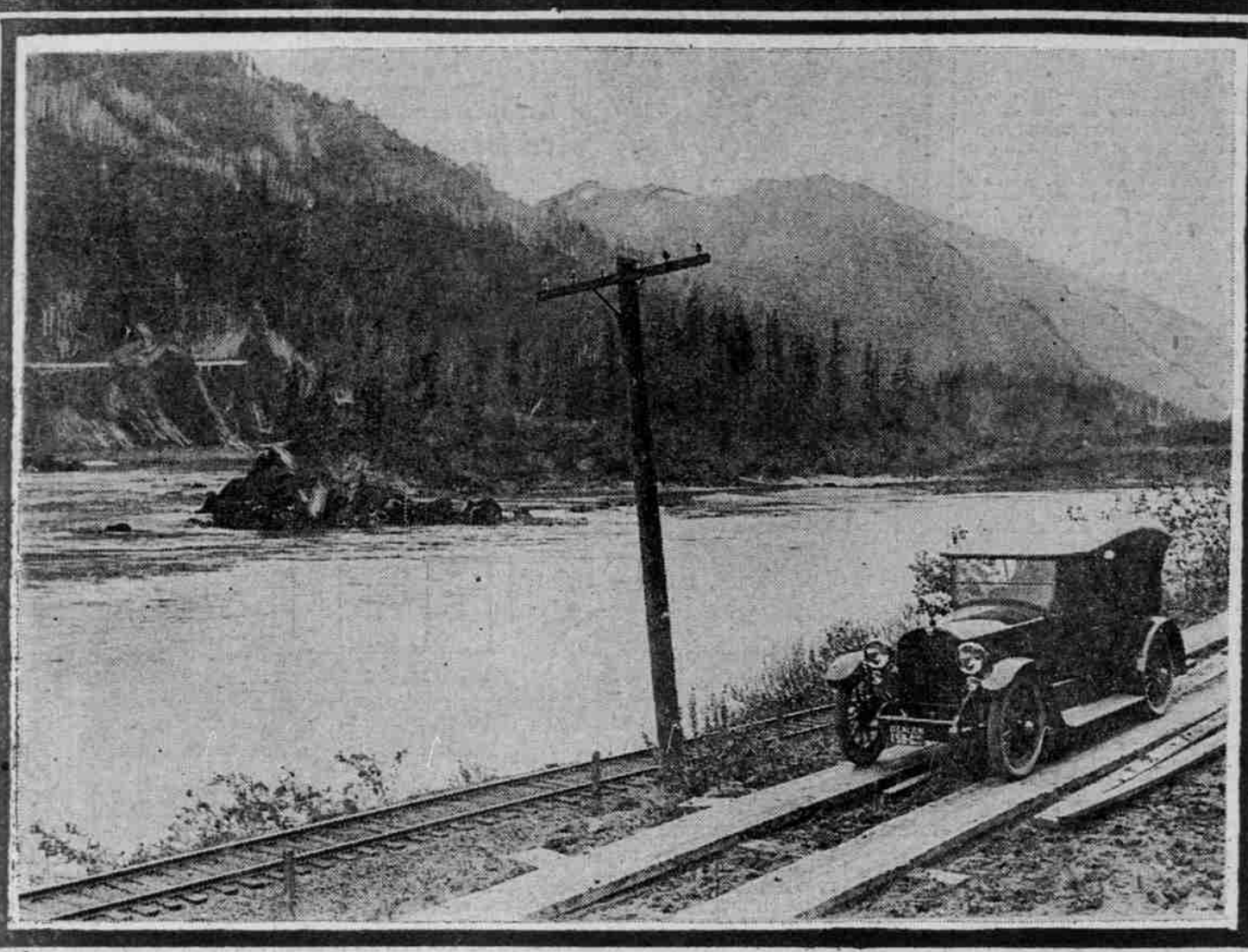




# Up The North Bank Of The Columbia



Planked Highway at the  
River's Edge.



The Haynes "50"  
Near Stevenson.



A Mountain  
Stream  
Along the  
Highway.



Following the Washougal River.

Rock Work in the  
Rugged Washougal  
Canyon.



North Bank Highway Across From Multnomah Falls.

BY H. W. LYMAN.

IN those "good old days" bright or hazy in our memories in much the ratio to the years that have crowded in between, when we were among the daily prisoners at the little red schoolhouse, we were wont to tremble when the teacher propounded a question as to the geographical boundaries of some state or nation. But no better way of establishing definite locations has yet been discovered and no doubt the present generation of youngsters is receiving its full quota of the same questions.

The Columbia river gorge, one of the great scenic wonders which the Pacific northwest offers to the motoring world, is bounded on the west by the Interstate bridge, on the north by the North Bank highway, on the east by a ferry boat and on the south by the Columbia river highway.

Such is the geographical description of one of the finest loop trips which it is possible to take from the city of Portland, a trip of but one day, and not a long or a tiring one at that, and a trip which, it is safe to say, cannot be exceeded from the scenic standpoint on the American continent. For the drive includes the North Bank highway, Washington's offering to the development of the Columbia gorge territory, and the Columbia river highway, of which words prove but poor descriptive tools.

**North Bank Attraction.**

No full acquaintance with the Columbia gorge is possible without knowledge of the north as well as the south side of the river and those who have been over the Columbia river highway many times, but who have never ventured into the Washington wonderland should bestir themselves and include this trip in their itinerary for forthcoming week-ends.

To be sure, the North Bank highway is not the broad paved street that the Columbia highway is, but a bit of rough road, where careful driving is necessary and where a small sized jolt hits the car ever and anon, or even oftener, is not a bad thing in these days of ease. Not that the improvement and ultimate paving of the North Bank highway is not to be earnestly hoped for, but in the meantime why delay, when a fair road of gravel and macadam and a scenic wonderland beckons?

**New Haynes Makes Trip.**

To find out the condition of this North Bank highway as far as Stevenson, for the benefit of those who would make the loop trip over the north bank road to Stevenson or even further and return along the south edge of the river, A. C. Stevens, local Haynes and Winton distributor, sent a Haynes car over the route one day last week. The pathfinder, one of the new light "50" models just received here by Stevens, returned with the verdict of a very enjoyable trip, a road not good, not bad, but passable and enjoyable, and incidentally a verdict of no squeaks, riding comfort for its passengers, no mechanical difficulty of any kind and low gasoline consumption, as befits a car which

has been introduced to the public with the favorable comments which the new Haynes Little six has received. The North Bank highway was found in excellent shape for many stretches, in poor shape in a few places and in passable shape everywhere.

For several miles in Skamania county the road was heavy and rough with new crushed rock, the result of the county commissioners being either too ambitious or not ambitious enough. Four or five inches of the crushed rock had been piled on the road, smoothed but not rolled, and the car wobbled along on its insecure although safe footing. This crushed rock either should not have been put on at all or it should be followed up with finer material and a roller to make a macadam surface, and here's hoping that is what the officials have in mind.

Such a loop trip as is suggested is begun by taking the route across the Interstate bridge to Vancouver and turning east to follow the new pavement through the lower portion of the fort grounds and out along the river bank to Camas and thence over good road to Washougal. From Vancouver to Camas, about a dozen miles, the road is paved excepting for a mile and a half, where new grade has been established and permanent improvement awaits settling of the fill. From Camas to Washougal the road is macadam and is in excellent shape.

To the motorist who may be impatient for the scenic beauties of the gorge we say, do not neglect this portion of the road. For, although the cliffs have not begun to rise, the road follows a rolling hillside, above the river, giving a splendid view up and down the Columbia and across to East Portland.

**Road Follows Washougal River.**

At Washougal the road turns north and northeast to follow for several miles the Washougal river, in this way making a semi-circle around the great barrier of Cape Horn. This trip up the Washougal corresponds in a way to the turn up the Sandy river on the Columbia river highway and is a stretch of unusual attraction. As the Washougal canyon narrows the farms and orchards in the vicinity of the town of Washougal are left behind and the road curves its way along the rock cliffs at the edge of the river, finally crossing the river over a high bridge. It says good-bye to the attractive canyon to plunge southeast through heavy timber and merge again at the bank of the Columbia.

Some day the Washougal canyon stretch of the North Bank highway will be unnecessary, except for those who prefer the trip up this rugged little river, for the final location for the highway chosen by the Washington engineers is along the top of the first tier of cliffs at Cape Horn, giving the North Bank road a commanding outlook at the entrance to the Columbia gorge comparable to that obtained from Crown Point on the south side.

**Survey Over Cape Horn.**

Standing at Crown Point and looking across to the Washington side, one may observe that Cape Horn, which lies almost directly across the river, is built in the form of two gigantic tiers of cliffs, one above the other. At the top of the first tier is a narrow plateau running back a short distance to the bottom of the second tier. It is upon this plateau, right at the edge of the first great bluff, that it is proposed to build the highway, and some day this will rank among the most scenic stretches of road in the northwest. This work, however, is not scheduled for the immediate future and it will be several years before work is even begun, according to Washington engineers. Incidentally, this location would shorten the road five miles over the present location via the Washougal canyon.

**Beacon Rock's Feature.**

Beacon rock is one of the big features of the North Bank highway and marks the beginning of the most scenic portion of the trip from Vancouver to Stevenson. The great rock, which is familiar to every traveler on

the Columbia river highway, as it can be plainly seen from the south side, is truly a beacon to motorists on the North Bank highway for several miles both ways. The road passes immediately behind the giant monolith and the trail which has been built to its top starts right from the side of the highway. For those who can spare the time to climb to the top of Beacon rock is certainly well worth the effort.

From Beacon rock on to Stevenson there is a continual procession of interesting points. The road follows close to the river for most of the distance, affording a much finer and closer view of the cascades of the Columbia than is possible from the south side. The topography of the Oregon side can be studied with interest also, the deep canyons of Tanner creek and Eagle creek being shown carving their way far back into the mountains south of the river.

Stevenson may well be considered the eastern terminus for the average motorist planning a loop side from Portland at this time of the year. Between Stevenson and White Salmon are some of the most beautiful stretches of the North Bank highway, particularly notable being the stretch

along the Underwood bluffs. With present road conditions, however, the average motorist will find the sun pretty well around towards the west when he arrives at Stevenson and the trip further east will not be advisable. There are ferries both at Stevenson and White Salmon, however, affording quick access to the Columbia river highway and enabling a speedy return to Portland over the great highway masterpiece of the American continent.

It is not the purpose here to say a word about the Columbia river highway, for although it is an important part of such a loop-trip as described, it is so well known that words are superfluous. It should only be said that every trip over the highway can but impress the traveler the more with its supreme beauty and utility.

Some day, and it may not be so far distant either, Washington will possess in the North Bank highway a paved road which will be a companion piece to the Columbia river highway. By that time a bridge at Cascade Locks or at White Salmon will have become a reality and the west will have added another important chapter to the history of road building in America.