

WONDERLAND FOUND
ON VISIT TO BEND
 Beautiful Country Revealed
 on Auto Tour.
GREAT WOODS INSPECTED
 Mills, Lakes, Rivers and Peaks
 Form Points of Interest for
 Enthusiastic Motorists.

BY J. D. THOMSON.

HOOD RIVER, Or., Aug. 20.—(Special)—Every Oregonian with an automobile should not consider his touring knowledge of the great commonwealth complete until he has journeyed to the metropolis of central Oregon, the flourishing city of Bend. Already nationally famed for its amazing production of lumber and the excellence of its hospitality, the Pilot Butte Inn.

Much has been written of Bend and Deschutes county, and the necessity of inspecting the mechanical perfection of the city's great sawmills, than which there are none larger anywhere of the world's last outpost of great pine forests, of the district's gigantic irrigation and reclamation projects. The casual reader may think he comprehends the vastness of the region and the enterprise of its citizenry, but a journey into the juniper-covered desert, some of which today, reclaimed by application of water, flourishes like garden spots that the ancients recorded in their historical lore, by automobile is required before one can fully understand the true immensity of the central Oregon country.

Accompanying A. D. Moe, publisher of the Hood River Glacier, and Mrs. Moe, the writer motored from Hood River to Bend. A choice of two routes is available after one leaves The Dalles. The greater part of the traffic through central Oregon now goes by way of Wasco and Grand Valley. The worst feature of this route is a bad stretch of the detour, around a section of the Columbia river highway under construction, on the west side of the Deschutes canyon.

Bad Road Encountered.
 Our party chose to go by way of Dufur, Kinglety and Madras. The route selected for the north end of The Dalles-California highway. The road from The Dalles to Dufur is one of the worst bits to be negotiated on this route. Dust-filled ruts make driving hard. The five-mile grade down into Tygh valley should be taken with care as turnouts are few and the road in spots is rough.

The motorist wonders, as he travels up or down this long grade why county authorities do not expend a comparatively small sum and construct more turnouts. Points a-plenty, where excavation would be easy, are available, and in a few days could construct turnouts at frequent intervals. South of Tygh valley a cut-off route through the Warm Springs Indian reservation, the road intended being the main route again at Gateway, is available. This reservation road, however, is avoided, as those who have negotiated it declare it exceedingly rough and steep.

The road between Malheur and Antelope and thence to Shaniko is in excellent shape, although unimproved. The smooth earth surface is broader than the paving of the Columbia river highway and the motorist can make just as much speed as he desires. We left Hood River at 10:30 a. m. on July 21, but were held up an hour by paving operations between here and Madras, as we had scheduled. After a roadside lunch on the porch of a deserted store on the outskirts of Antelope, we proceeded down through Trout creek canyon, where the road is slightly rough and a little narrow, traveling as long as daylight lasted. At 8:30 o'clock we were just 120 miles from home and were pitching camp in the shelter of poplars beside a farm yard.

Camping Out Is Pleasant.
 Camping out is a pleasant venture while on a central Oregon motor trip. Just try it if you are not an enthusiast. By the use of adjustable rods, something like the seats you have seen on a saloon, four cushions and a large canvas, the motorist lies to the windshield and the rear stays of the top. You can rig up a bed as comfortable as the one in the motor car. A mosquito-bar canopy can easily be draped over the top of the car, and thus the annoying insects may be eliminated. Mr. and Mrs. Moe had their car equipped in such fashion. The motorist occupies a folding cot, arranged beneath a Juniper tree. A pup tent is pitched to keep out the light of the moon, which seems to shine exceedingly brilliant in that central Oregon atmosphere.

We were up at daybreak Friday morning, and after an appetizing breakfast, cooked over sagebrush branches, were on our way. From Metolius on into Redmond, while sections of the highway, freshly treated with loose crushed rock, bid fair to be very inviting after they are packed by the winter rains, they are now difficult to travel and are wearing on tires. At some points this rock surface was applied a year ago, and here the hard-packed surface is fine.

The 18 miles of highway between Redmond and Bend, while comparatively good now, will be better next year. It is surfaced with gravel, which remains unpleasantly loose most of the distance. The winter's rains will leave this section well packed, and with a little maintenance it will be like a boulevard. Despite our delays we drew up to the Pilot Butte Inn a few minutes after noon.

Many Peaks to Be Seen.
 As Hood River has become a hub for activity in viewing scenic attractions of the mid-Columbia Cascade district, so has Bend become the center of such movement on the part of tourists who travel to see the Cascades in the vicinity of those beautiful snow peaks, the Three Sisters, Broken Top and Mount Jefferson. Highland meadows, and a chain of lakes extends all the way down the Cascades from Mount Hood on to Crater lake, Odell, Elk and Gold lakes are perhaps talked of most around Bend. The sportsman camped on their shores is in a paradise. Marvellous are the stories told of catches of trout. While the fishermen from the outside visit Elk and Odell lakes for the most part, the Bend angler plays Gold lake as his favorite this year.

While the motorist crossing central Oregon and visiting Bend for only a day or two can get an eyeful of thrills, and a few days' exposure any way he turns, this empire of natural resource and scenic attraction deserves a more leisurely visit. The motorist who wishes once to appreciate a return.

The Dalles-California highway proceeds from Bend over logged-off lands left in the wake of crews of the Brooks-Scanlon and Shevlin-Hixon

lumber companies, on into the virgin forest, yet untouched by the ax, to La Pine. For 50 miles the way is through these great trees. The underbrush is scant, and the traveler can imagine he is riding through a park. Since a visit of Steven A. Mather, chief of the national parks department of the government three years ago, Bend citizens and civic bodies have been working toward the preservation of a strip of pines the full length of the highway.

Robert W. Sawyer, county judge and editor of the Bend Bulletin, has been accomplishing gratifying results, and the Brooks-Scanlon Lumber company has agreed to leave a strip of timber 300 feet wide on each side of the highway, and with the preservation of the region's scenic assets.

He is watching with interest a bill that has been introduced in congress by Representative Sinnott, providing for the transfer, in part payment to the government for ripe timber in the national forest, of logged-off land. The bill contemplates the inclusion of not less than a half cent of activity as one of the nation's largest lumber centers.

While agricultural activity in the immediate vicinity of Bend is negligible, because of topographic conditions, the center of irrigation activity for the country to the north, because of these same topographic conditions, must remain around Bend. The water has to be piped from the Deschutes to the south of Bend. Already two large systems are supplying life-giving water and turning the desert into productive fields of alfalfa, grain and potatoes.

Timber Reserves Large.
 The Shevlin-Hixon company has a tract of timber approximately 10 miles long and an average width of 11 miles, enough to run its big mill, which has a capacity of 300,000 feet of lumber next to year.

The Brooks-Scanlon company has sufficient timber to operate a like plant for 100 miles. The latter has a capacity 50 per cent smaller than the other.

A large tract of pine, privately owned by another large syndicate, lies off to the northwest of Bend. Huge areas of timber in the national forest are available by the time the Bend companies have cut their last stumpage. Thus Bend has at least a half century of activity as one of the nation's largest lumber centers.

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The region has gained a wide fame the past few years for its potatoes, which grow to perfection in the vicinity of Redmond and Bend. Growers are applying rigid inspection, seed and, because of the freeness of disease of their tubers, they have created a Pacific coastwide demand for their output for seed purposes. The potatoes of this section bring a premium on the market, over those of most other sections.

Big Districts Are Viewed.
 The irrigation concerns of this section cover areas of 100,000 acres, figures gigantic in comparison with the water systems of the Hood River valley, the largest of which supplies only 13,000 acres. A system larger than any already in operation is reaching the point where actual construction on a huge dam seems imminent. This is known as the Benham Falls project. It will water the country around Madras.

The sheep industry in the immediate vicinity of Bend, reaches no small proportions, and the traveler is impressed by the great numbers of herds grazing in the district. The impression is not a favorable one when he has to travel through a blinding dust cloud raised by the woolies. The cattle industry thrives in the sections off to the north of Bend, and the O-W-R & N. company recently began its annual Sunday schedule, moving out trainloads of fat steers to Portland.

The motorist in the Bend country wonders where all the clinders used in that region's roads are obtained. They appear identical with those drawn from the ash pit of a locomotive or coal-burning boiler. The Deschutes county road building material, however, is derived from a butte to the south of the city. The deposit was made by process of some volcanic upheaval. Just south of Bend, too, paralleling the Klamath Falls highway for a short distance, is a very wide deep cleft in the earth's surface. It is explained as an earthquake fault. It extends far down toward the California line.

Numerous evidences of volcanic action and the flow of lava are observed in the country, and geologists find objects of interesting study on every hand. Benham Falls of the Deschutes, it is said, resulted when the stream was blocked by flow of lava across its course. A short distance above the falls Spring river, only about a mile in length, flows into the Deschutes. This large stream flows from the earth in two or three huge springs, crystal clear and ice cold.

Pioneer Spots Interest.
 In pioneer times homeseekers traveled across the sagebrush plains by wagon train to the present site of the city of Bend. This was the only point at which they could cross the Deschutes, flowing at all points in a deep canyon. They were guided by a large butte rising high above the plains here, and this eminence became known as Pilot Butte. The Deschutes curves around the great butte and the homeseekers, as they left over the McKenzie pass for the Willamette valley, could look back to the east and see the silvery thread of the river's course. They came to call it Farewell Bend. Later it was called The Bend, and pioneers of the section today so term it.

The Bend country is not merely interested in big spectacular things, but its citizens are displaying a thrift characteristic of a steadily growing agricultural community. Dairying has gained ground in the region, and has formed, on Redmond and the other at Bend for salvaging the Juniper trees, really a species of cedar, its height dwarfed by desert aridity, for the manufacture of pencils. The Juniper much resembles the cedar, but its wood is just as desirable in pencil making.

For a few weeks of summertime outing in mountain camps, the motorist can seek no more pleasant place in Oregon than the great outdoors around Bend. The central Oregon town, although one can easily travel in a day and a half from Portland, is considered fairly remote, but daily the great hinterland is becoming nearer and nearer and its wonders more accessible.

The completion of paving to The Dalles and the grading and macadamizing of the Dalles-California road will bring to Bend an easy and comfortable reach of Portland. It may be safely prophesied that this gateway of a scenic wonderland will become increasingly popular with each succeeding year.

Dry Bearings.
 One cause of insufficient lubrication in the bearing is found in obstructions in the grooves in the bearing holder. Sediment often collects in the grooves, and it is not until they are removed that the bearing performs their appointed function of carrying lubricating oil to the bearing surfaces so that they do not produce the condition.

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Automobile Prices

In Portland Today

All Prices Quoted Are Delivered in Portland

Apperson
 Apperson Motor Car Co.,
 Washington at 15th
 Phone Broadway 2668

4-Pass. Standard	\$3450
7-Pass. Standard	\$3700
4-Pass. Anniversary	\$4000
7-Pass. Anniversary	\$4250
4-Pass. Sedanette	\$5000
7-Pass. Sedan	\$5000

Cadillac
 Covey Motor Car Co.
 Washington at 21st
 Main 6244

2-Pass.	\$4425
4-Pass.	\$4425
7-Pass.	\$4520
Victoria	\$5205
Sedan	\$5630
Suburban	\$5820
Limousine	\$5925
Town Brougham	\$5925
Imperial Limousine	\$6030

Chalmers
 Chalmers Motor Car Co.
 Maxwell Motor Sales Corp.
 Oregon at East Third
 Phone East 531

Roadster	\$1755
5-Pass. Touring	\$1795
7-Passenger	\$2065
Sport Model	\$1965
Coupe	\$2595
Sedan	\$2750

Chandler
 Twin States Motor Car Co.
 601 Washington St.
 Broadway 494

Touring	\$2095
2-Pass. Roadster	\$2095
Chummy Roadster	\$2095
Dispatch	\$2175
Coupe	\$3150
Sedan	\$3250
Cord Tires, Standard Equipment.	

Chevrolet
 Fields Motor Car Co.
 Distributors
 Alder at Fourteenth
 Broadway 240

490 Touring	\$ 775
490 Roadster	\$ 775
490 Sedan	\$1220
490 Coupe	\$1220
490 Delivery	\$ 780
F. B. Baby Grand Tour.	\$1180
F. B. Baby Grand R'd'str.	\$1180
F. B. Baby Grand Sedan.	\$1875
F. B. Baby Grand Coupe.	\$1875
F. B. 1-ton truck chassis.	\$1440

Cleveland
 Twin States Motor Car Co.
 601 Washington St.
 Broadway 494

Touring	\$1595
Roadster	\$1595
Coupe	\$2550
5-Pass. Sedan	\$2650
With Bosch Magneto.	
Cord Tires Standard Equipment.	

ColeAero "8"
 Northwest Auto Co.
 Alder at 18th
 Phone Broadway 1460

7-pass. Touring	\$3195
2-pass. Roadster	\$2950
4-pass. Sportster	\$3095
4-pass. Coupe	\$4140
7-pass. Sedan	\$4450
6-pass. Sportsedan	\$4545

Dodge Brothers
 Covey Motor Car Co.
 Washington at 21st
 Main 6244

Touring	\$1190
Roadster	\$1140
Sedan	\$2060
Coupe	\$1830
Panel Delivery	\$1350
Screen Delivery	\$1240
1 and 3 Chassis	\$1065

Dort
 Northwest Auto Co.
 Alder at 18th
 Phone Broadway 1460

Touring Car	\$1190
Roadster	\$1190
Coupe	\$1875
Sedan	\$1960

"Own a Dort, You Will Like It"

Elgin-Six
 Weller Motor Car Co.
 15th and Washington Sts.

5-Pass. Touring	\$1695
4-Pass. Scout	\$1850
2-Pass. Roadster	\$1850
4-Pass. Coupe	\$2695
5-Pass. Sedan	\$2695

Essex
 C. L. Boss Automobile Co.
 615-617 Washington St.
 Marshall 867.

Phaeton	\$1695
Roadster	1695
Cabriolet	2275
Sedan	2635

Ford
 Authorized Ford Dealers
 of Portland

Touring	\$649.58
Runabout	\$602.73
Chassis	\$567.18
Coupe	\$842.21
Sedan	\$909.90
Truck (without starter)	\$623.54

Prices include electric starting and lighting system and demountable rims.

Franklin
 Braly Auto Co.
 14th and Burnside
 Broadway 901

Touring	\$2975
Runabout	\$2875
Sedan	\$4025
Brougham	\$3925
Demi-Coupe	\$3175
Chassis	\$2550

Cord Tire Equipment

Gardner
 Willamette Motors Co., Inc.
 100 North Broadway
 Phone Edwy. 4184

Touring	\$1195
Roadster	\$1195
Sedan	\$2050

Haynes
 A. C. Stevens
 529-531 Washington St.
 Prices on New Haynes
 1922 Models 55 and 75

5-pass. Touring	\$2065
2-pass. Roadster	\$2100
5-pass. Sedan	\$3175

MODEL 75

7-pass. Touring	\$2900
4-pass. Tourster	\$2800
2-pass. Roadster	\$3000
5-pass. Brougham	\$3525
7-pass. Sedan	\$3875
7-pass. Suburban	\$3875

Hudson
 C. L. Boss Automobile Co.
 615-617 Washington St.
 Marshall 867

7-pass. Phaeton	\$2692
4-pass. Phaeton	\$2692
2-pass. Cabriolet	\$3400
7-pass. Sedan	\$3800
4-pass. Coupe	\$3700
Touring Limousine	\$4050
Limousine	\$4500

The foregoing prices include Cord Tire Equipment

Hupmobile
 Manley Auto Co.,
 11th and Oak at Burnside
 Broadway 217

Touring	\$1765
Roadster	\$1765
Coupe	\$2725
Sedan	\$2810

All models equipped with Cord Tires.

Jordan
 Mitchell, Lewis & Staver Co.
 Broadway at Everett
 Broadway 4675

5-Pass. Touring	\$2575
7-Pass. Touring	\$2850
Play Boy 3-Pass.	\$2575
Sedan	\$3725

Lexington
 Oregon-Lexington Co.
 632 Morrison at 21st
 Main 5878

Series S 5-Pass. Touring	\$2195
Series S 4-Pass. Thorobred.	\$2325
Series T 4-Pass. The Lark	\$3175
Spcl. ST 4-Pass. Thorobred.	\$2935
Series T 7-Pass. Touring	\$3125
Series T 4-Pass. Sedanette	\$4150
Series T 3-Pass Custom Built Roadster	\$4900
Princess Sedan, 5-Pass.	\$3125

Lincoln
 Prasp Motor Car Co.,
 Eleventh and Couch
 Phone Broadway 3495

7-Pass. Touring	\$4695
5-Pass. Phaeton	\$4695
3-Pass. Roadster	\$4695
4-Pass. Coupe	\$5475
5-Pass. Sedan	\$5875
5-Pass. Town Brougham	\$6075
7-Pass. Sub Limousine	\$6550
7-Pass. Town Car	\$6550

Marmon
 Northwest Auto Co.
 Alder at 18th
 Phone Broadway 1460

7-pass. Touring	\$4490
4-pass. Touring	\$4490
4-pass. Roadster	\$4490
2-pass. Speedster	\$4700
4-pass. Coupe	\$6375
7-pass. Sedan	\$5875
5-pass. Limousine	\$6050

Maxwell
 Chalmers Motor Car Co.
 Maxwell Motor Sales Corp.
 Oregon at East Third
 Phone East 531

Touring Car	\$1035
Roadster	\$1035
Coupe	\$1685
Sedan	\$1785
Commercial Chassis	\$ 950

Mitchell
 Mitchell, Lewis & Staver Co.
 Broadway at Everett
 Broadway 4675

5-Pass. Touring	\$1775
7-Pass. Touring	\$2110
4-Pass. Sport	\$2100
Coupe	\$2950
Sedan	\$3050

All models equipped with Cord Tires.

Nash
 Portland Motor Car Co.
 Tenth at Burnside
 Broadway 521

SIX-CYLINDER

5-Pass. Touring	\$1835
2-Pass. Roadster	\$1815
4-Pass. Sport Model	\$1990
7-Pass. Touring	\$1990
4-Pass. Coupe	\$2730
7-Pass. Sedan	\$3045

FOUR-CYLINDER

5-Pass. Touring	\$1440
2-Pass. Roadster	\$1420
3-Pass. Coupe	\$2005
5-Pass. Sedan	\$2215

All models equipped with Cord Tires.

Oakland
 Sensible Six
 Automotive Sales Co.
 475 Morrison St. at 14th

2-Pass. Roadster	\$1315
5-Pass. Touring	\$1365
4-Pass. Coupe	\$1875
5-Pass. Sedan	\$1975

Oldsmobile
 Oldsmobile Company
 of Oregon
 Broadway at Couch St.
 Broadway 2270

Four-Cylinder

5-Pass. Touring	\$1595
Roadster	\$1575
4-Pass. Coupe	\$2190
5-Pass. Sedan	\$2550

Eight-Cylinder

4-Pass. Sport	\$1995
7-Pass. Touring	\$2145
4-Pass. Coupe	\$2550
5-Pass. Sedan	\$3145

Six-Cylinder

5-Pass. Touring	\$1650
Roadster	\$1625

Overland
 Willys-Overland
 Pacific Company
 Broadway at Davis Street
 Phone Broadway 3535

5-Pass. Touring	\$ 853
Roadster	\$ 853
Coupe	\$1195
5-Pass. 4 Door Sedan	\$1475

Willys-Knight

Touring	\$2145
Roadster	\$2145
Coupe	\$2850
5-Pass. 4 Door Sedan	\$3050

Packard
 Portland Motor Car Co.
 Tenth at Burnside
 Broadway 521

LITTLE SIX

5-pass. Touring	\$3370
2-pass. Roadster	\$3370
5-pass. Sedan	\$4420
3-pass. Coupe	\$4195

TWIN SIX.

Touring	\$5450
Phaeton	\$5450
Runabout	\$5450
Limousine	\$7400
Duplex Sedan	\$7550
Duplex Coupe	\$7300
Chassis	\$4700
Sedan	\$7550

Paige
 Cook & Gill Co., Inc.
 Eleventh at Burnside
 Broadway 3281

Glenbrook	\$1940
Ardmore	\$2240
44 Coupe	\$2800
44 Sedan	\$2925
66 Lakewood	\$3330
66 Larchmont	\$3330
66 Coupe	\$4175
66 Sedan	\$4275
Daytona	\$3700

Peerless
 W. R. De Lay Motor Co., Inc.
 58-60 North Twenty-third st.
 Phone Main 780.

7-passenger	\$3390
Roadster	3390
5-passenger Sedan	4400
Coupe	4120
7-passenger Sedan	4400
Sedan Limousine	4710

Reo
 Northwest Auto Co.
 Alder at 18th
 Phone Broadway 1460

Touring car	\$1925
Roadster	\$1925
Sedan	\$2650
Coupe	\$2600
Speed-Wagon	
Chassis only	\$1495
With express body and canopy top	\$1685

Scripps-Booth
 Willamette Motors Co., Inc.
 100 North Broadway
 Phone Bdwy. 4184

Roadster	\$1535
Touring	\$1535
Coupe	\$2235
Sedan	\$2350

Stephens
 Salient Six
 Automotive Sales Co.
 475 Morrison St. at 14th

2-Pass Roadster	\$2175
4-Pass. Touring	\$2285
6-Pass. Touring	\$2365
4-Pass. Sedanette	\$3400
6-Pass. Sedan	\$3490

Studebaker
 W. C. Garbe, Inc.
 Broadway at Burnside.
 Phone Broadway 616.

Light Six Road. 2-pass.	\$1540
Light six Tour. 5-pass.	1575
Special six Road. 2-pass.	1845
Special six Tour. 5-pass.	1895
Special six Club 4-pass.	1895
Big Six Tour. 7-pass.	2325
Light Six Coupe 2-pass.	1950
Light Six Sedan 5-pass.	2275
Special Six Coupe 4-pass.	2795
Special Six Sedan 5-pass.	2895