



The North Bank Highway and the Wind River.

Nash Motorists Visit Interesting Points in Washington Cascades

BY H. W. LYMAN.

NEARLY every Oregonian who has toured the Columbia River highway, and that includes about all of us, has observed with interest the rugged brick-colored cliffs on the Washington side of the river opposite Cascade Locks which mark the north abutments of the Bridge of the Gods of Indian mythology. The myth, as familiar as a fireside tale to most, is to the effect that at one time a natural bridge spanned the Columbia at this point and that a great cataclysm of nature, brought about by the gods as a sign of displeasure with the Indians of that region, crashed in the bridge, forming the cascades of the Columbia. The great red cliffs mark the place where the north side of the natural bridge fell away.

No matter what may have been the history of this region, it is plainly evident that at one time there was a great settling of the earth along the north bank of the river at this point. A wide plateau, now covered heavily with verdure, has thus been formed between the river and the towering mountain at the rear. This region of lakes, canyons and forest, together with the sections immediately to the east and to the west of it, form one of the most interesting and delightful regions of all the mid-Columbia country.

Trip Made in Nash.

It was to this section that The Oregonian scout car, this time a Nash "four," with a representative of the Portland Motor Car company, Nash and Packard distributors for this territory, at the wheel, made its way last week-end. The trip, in brief, led from Portland across the interstate bridge to Vancouver, thence eastward over the North Bank highway to Mofett's Hot Springs, thence to Stevenson and Carson, and from the latter point into the Wind River country, with stops at Shipper's Hot Springs and the Government Mineral Springs hotel. The return was made by returning to Stevenson, crossing the Columbia on the ferry to Cascade Locks and coming into Portland over the Columbia River highway.

The run proved a delightful one, with roads in good shape most of the way and with excellent accommodations at each of the three points visited. Throughout the entire run the Nash "four" behaved in the most approved fashion, showing itself a worthy member of the same family with the popular Nash "six."

The trip eastward up the North Bank road disclosed the fact that that highway is now in very good shape, so that nearly as good time can be made upon it as upon the pavement on the other side of the river. Eastward from Vancouver the highway is paved as far as Camas the entire distance, the old bludge cut-off having been eliminated by the recent completion of the pavement on the new grade. This work not only means that a short but rough stretch of gravel road has been done away with, but also that two dangerous grade crossings have been eliminated.

North Bank Road Good.
From Camas to Washougal is a wide macadam road that is in good shape, although occasionally rough, and from Washougal on for the entire distance to Stevenson is a gravel road, which, although narrow in places and with many curves that prevent fast time being made, is in really excellent shape as gravel roads go. The road leads up the beautiful Washougal river, thence over the low divide and back to the bank of the Columbia, which it follows to Stevenson.

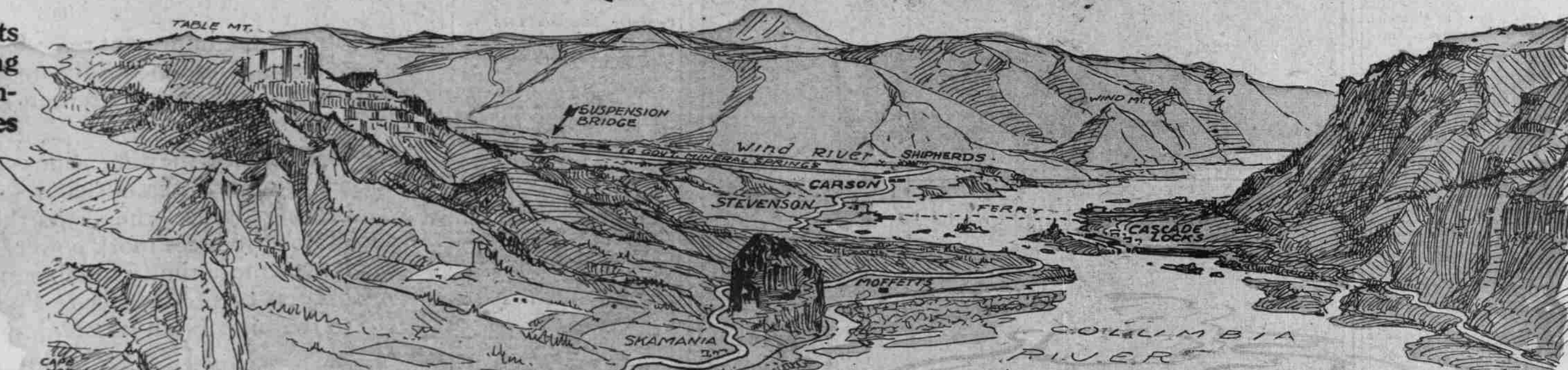
A short time before reaching Stevenson the motorist will pass Mofett's Hot Springs, an interesting resort, where a stop can be made with pleasure and profit. Mofett's is located a few miles west of Stevenson, and just off the main road to the left as you drive eastward.

From Stevenson the other two resorts are visited by motoring to Carson, a few miles farther eastward, and then journeying first to one and then to the other of the two places. Shipper's Hot Springs is a couple of miles east of Carson, above the Wind river, and is reached by branching off the North Bank road and following a splendid macadam road through the timber. Large signs are numerous and the driver cannot miss the way.

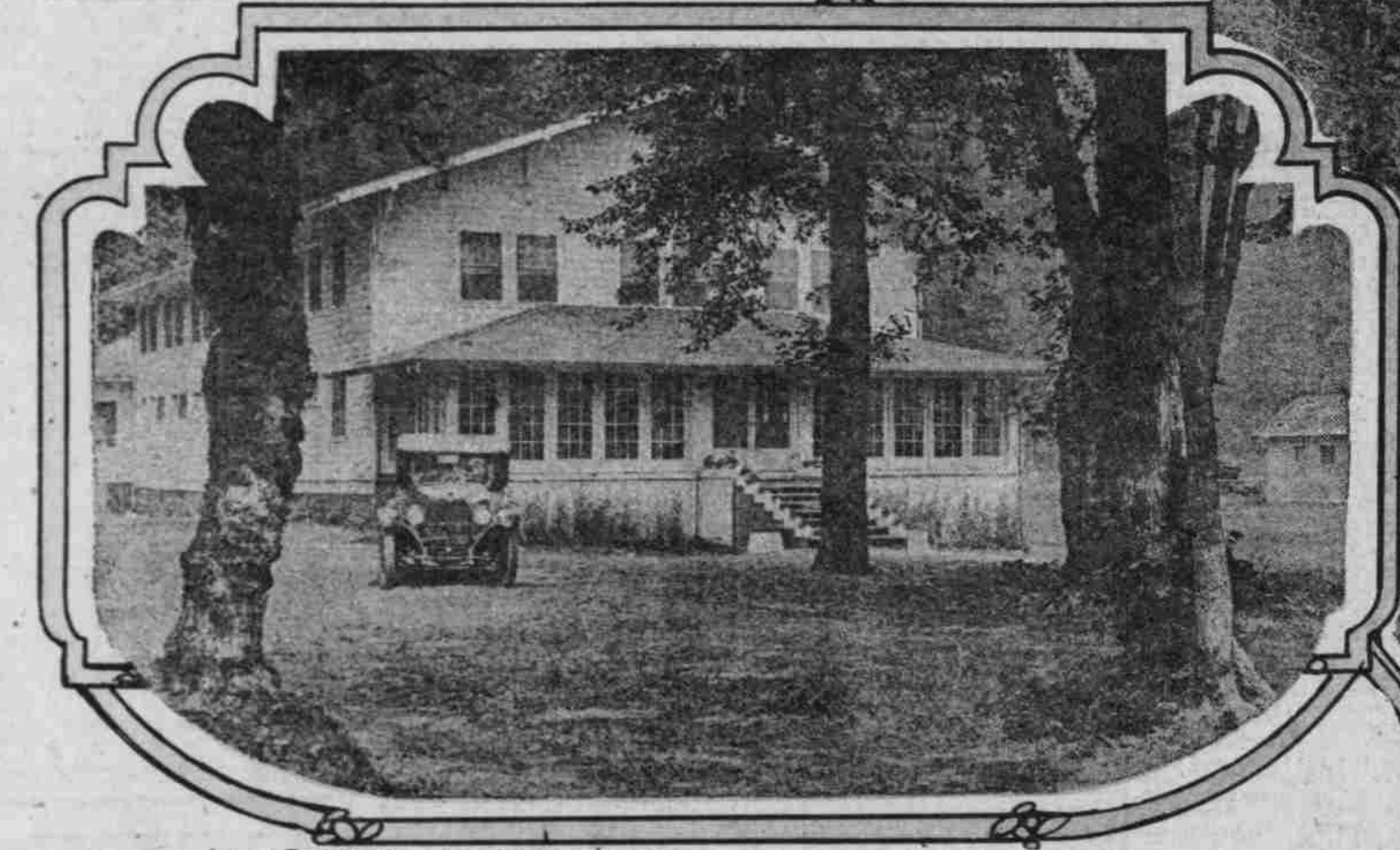
Carson Gateway to Resorts.

To go to the Government Mineral Springs the driver must retrace his steps to Carson, which is the gateway to both of these resorts, and then drive northward on the main north road some 16 miles. The highway follows the valley of the Wind river, at one point spanning the Wind river canyon by a suspension bridge, which is one of the highest of the kind in this part of the country. The bridge is hung between two rock cliffs, while some 200 feet below the river plunges its way through to join the Columbia.

At the present time the road to the Government Mineral Springs is not in first-class shape, being rough and dusty from about three miles from Carson on. It is not an impassable road in any sense of the word, however, and can be covered with but a little discomfort. The



Picturesque
Suspension
Bridge over
Wind River



At Mofett's Hot Springs



Scenic Point on North Bank Highway



view of Shipper's Hot Springs

mineral springs themselves are located at the center of a beautiful outing region, and the motorist who drives thence will feel amply repaid for any difficulties encountered along the route.

The entire run as outlined, up the north bank of the Columbia and back via the Oregon side, with visits to each of the three resorts mentioned, will comprise about 140 miles of travel.

Travel Records Broken.
More than 5500 autos, containing

18,000 tourists from every state in the union, have been registered this summer in the Overland park camp grounds in Denver, a 50 per cent increase over 1921.

EUGENE CAMP IS POPULAR.
Number of Tourists This Year to Surpass Last Season.

EUGENE, Or., Aug. 5.—(Special.)—The Eugene municipal auto camping ground is among the most popular on the coast, according to

tourists who stop here overnight. Most of them say that the grounds are advertised all over the coast by travelers who have stopped here, and as the season advances the number of cars registering is increasing rapidly. The number has far exceeded that of last year at this period, and the park keeper predicts that the total number this season will be nearly twice as great as last.

The bungalow, equipped with hot and cold shower baths, a large fire-

place, a reading room, washrooms and other conveniences, is one of the attractions of the local grounds, and this, coupled with the excellent swimming facilities in the Willamette river, which skirts the park, and the cool shade of the great fir trees on the north slope of Skinner's butte, at the foot of which the park

lies, make the local grounds ideal for camping purposes. City water, a well of ice cold water at the foot of the butte and electric lights are provided and wood is furnished in abundance at cost.

The city council and park commission this year decided to make a

nominal charge for camping privileges, and judging from the great number of cars seen on the grounds since the outing season began, the small fee keeps few if any campers away. Trucks Help Creamery Business. An average of 2600 pounds of butter is now being made weekly by the Traer Creamery company of Iowa under its new marketing plan of paying a premium for cream gathered by trucks. Although the new plan has been in force less than a month, the creamery is receiving four times as much cream as formerly and of much better quality.