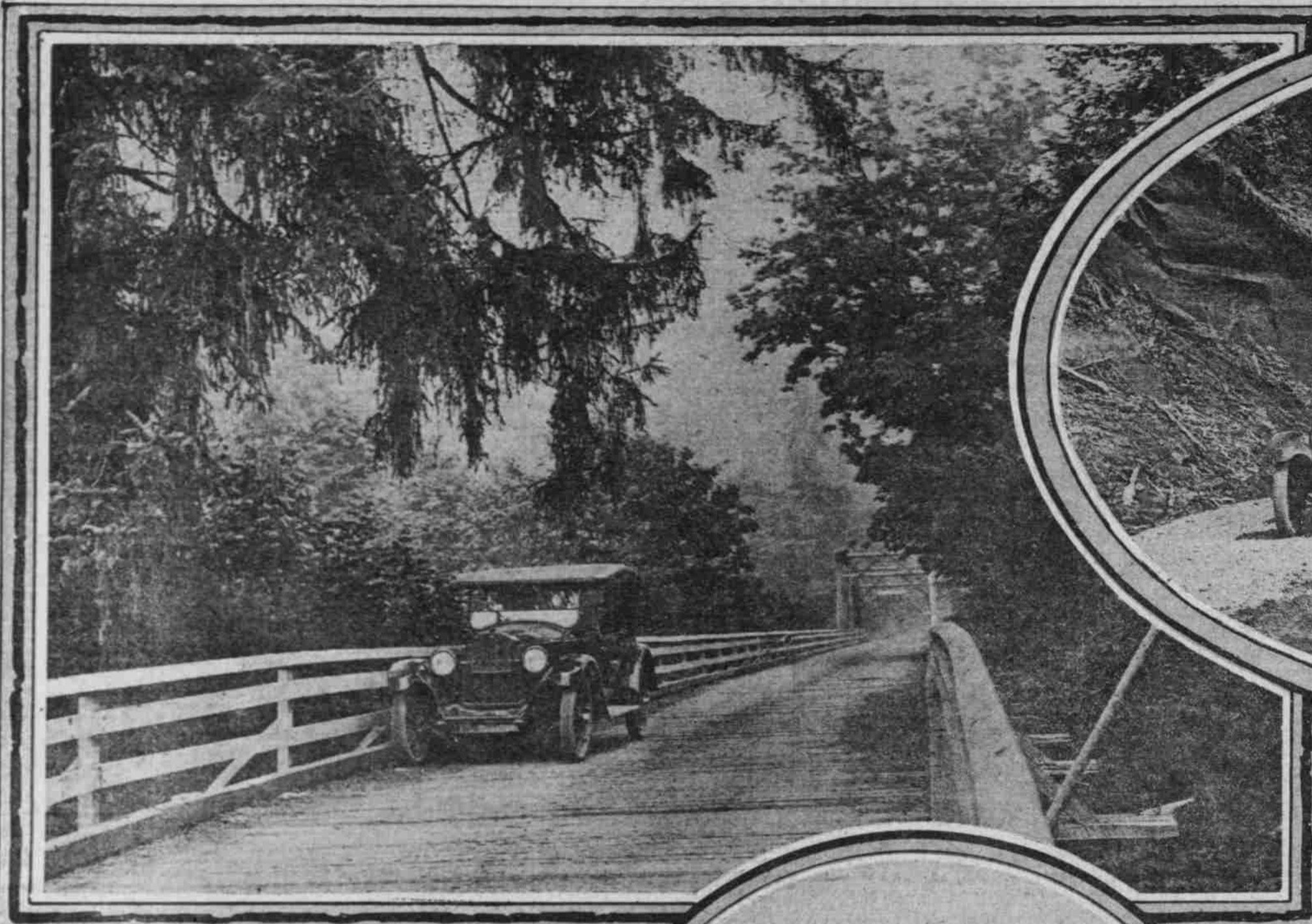
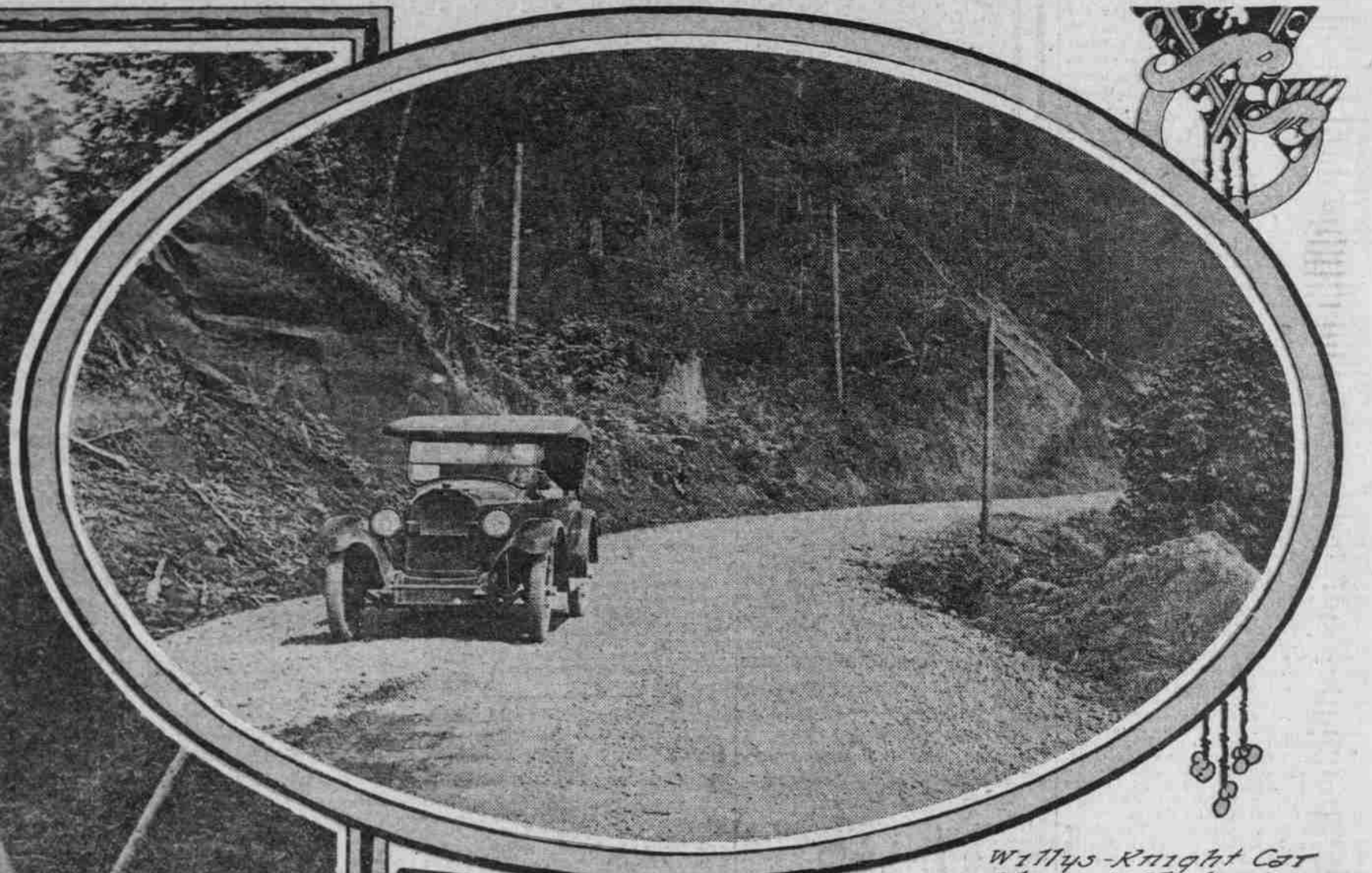


Hoods Canal and the Olympic Highway

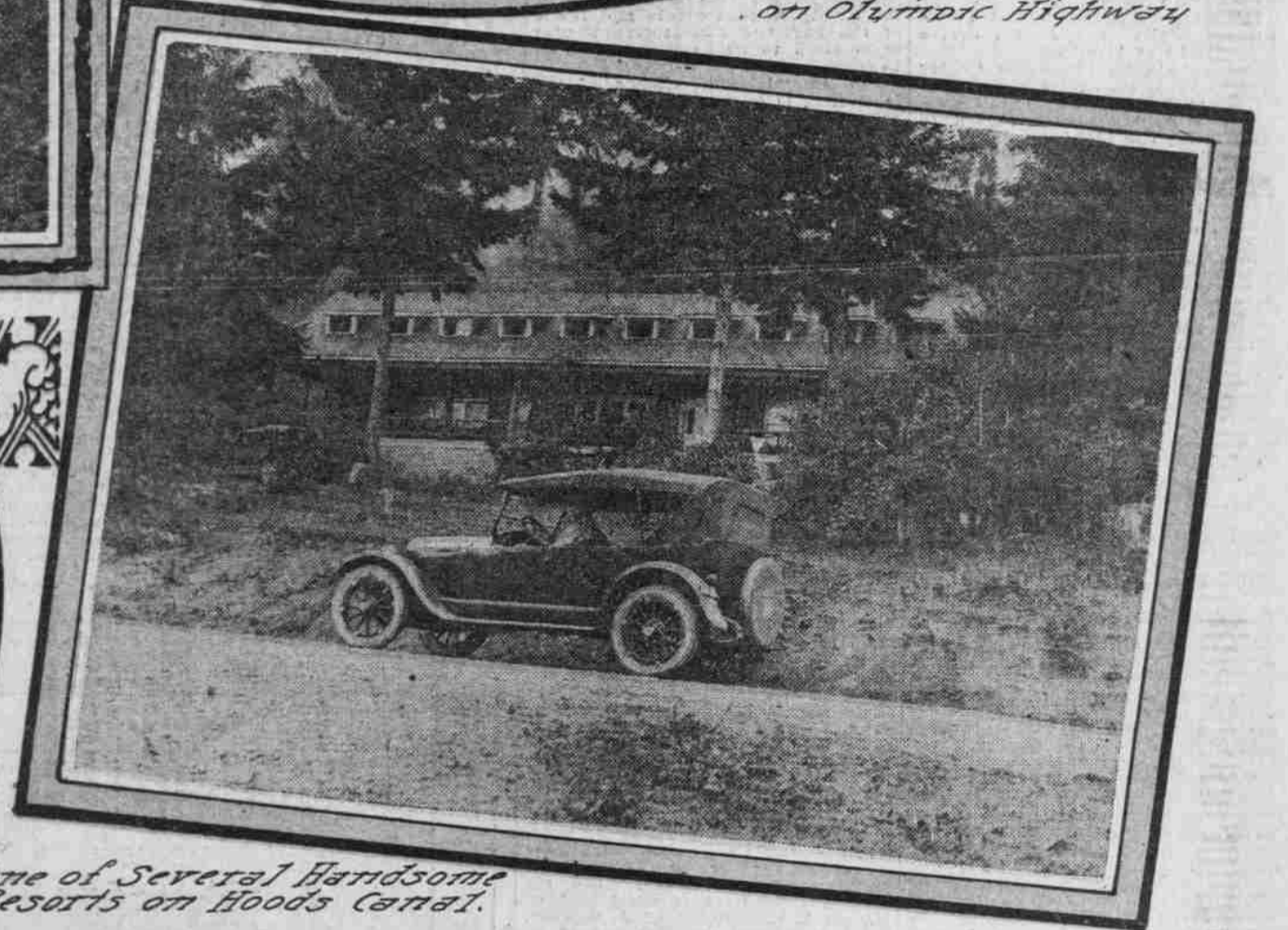
Motorists in Willys-Knight Visit Puget Sound Outing Paradise



Crossing the Hama Hama River



Willys-Knight Car on Olympic Highway



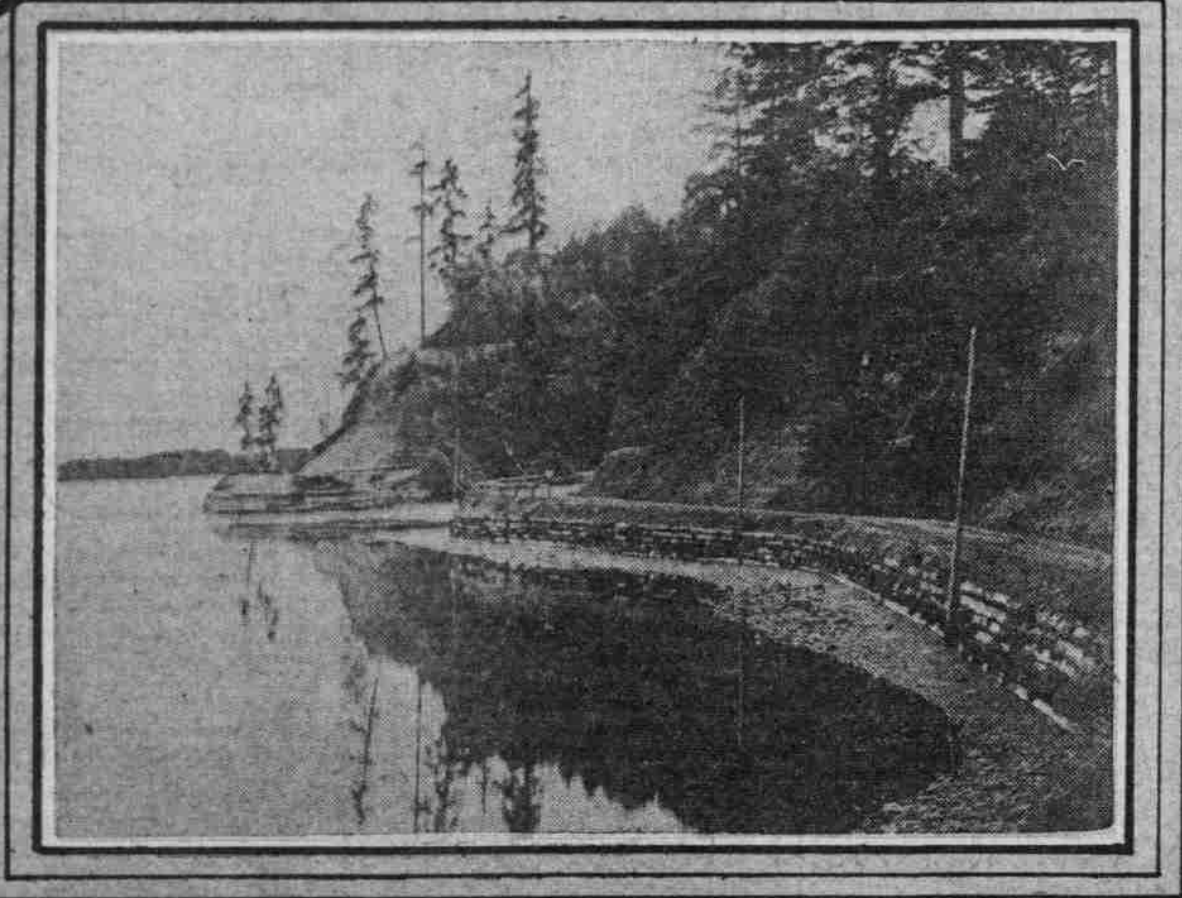
One of Several Handsome Resorts on Hoods Canal.



Digging Clams On the Beach.



A Glimpse of the Attractive Coast Line



Where Highway Follows Water's Edge.

HOODS CANAL, that long narrow arm of Puget sound extending southward along the east base of the Olympic mountains, no doubt seems to the average motorist miles and miles away from Portland—a remote section of remarkable beauty accessible only to motorists from Seattle, Tacoma and the other Puget sound cities.

But the reader having this picture in his mind should study the road system of Washington and alter his conception. Hoods canal, via the Olympic highway from Olympia, is, as a matter of fact, but a little farther from Portland than from Seattle, with the roads from this city to the canal very nearly as good as those from the Puget sound metropolis.

A study of a map of Washington will disclose that the Olympic highway extends from Olympia to the

southern end of Hoods canal and thence up the west shore of the canal to its outlet and from here onward to Port Angeles on the Straits of Juan de Fuca. From this point the highway swings around the Olympic peninsula. It is the first portion of this road, however, which are interested, that which follows the shore of Hoods canal and opens up to the motorist this wonderful resort country of sound and beach, mountains, streams and forests.

Trip in Willys-Knight.

Hoods canal was chosen as the destination of The Oregonian scout car last week end, the writer setting out in a Willys-Knight car with Pat Blake, popular territory man for the Portland branch of the Willys-Overland Pacific company, distributors of Overland and Willys-Knight automobiles at the wheel. Probably there is no better

way of giving the reader a conception of the condition of the roads and the attractiveness of the country than by telling the story of the trip.

Leaving Portland at about 6:30 o'clock Saturday morning we covered the first stage of the journey, that from this city to Olympia, in the forenoon, reaching the capital city of Washington in time for luncheon. Olympia is widely advertising itself as the "Gateway to the Olympics," and such it is, this being the beginning of the Olympic highway, which is the only route into the Hoods canal region possible without using a ferry across some portion of the sound.

In making the run from Portland to Seattle we made use of the lower Columbia river highway from Portland to Rainier, this being advisable because of paving operations on the Washington side between La Center

and Kalama which has practically blocked that road. From Rainier we took the new Long-Bell ferry across the Columbia and then followed the new road which has been built by that big lumber company three miles to Kelso, where we connected with the Pacific highway.

Both Ferries Excellent.

The Long-Bell company is now operating two big barge ferries and giving frequent service across the river. Ferries are also being operated between Goble and Kalama, the motorist who takes this route joining the Pacific highway at Kalama and driving some 12 miles to Kelso over macadam road. Service is good on both routes and the roads in fair condition, so it is largely a matter of individual choice which ferry to take in crossing the Columbia. The charge is the same for both, 75 cents per car, and the motorist will not make a mistake by taking either.

From Kelso northward for a mile we found the road in poor shape, dusty and very rough in places, but by driving slowly we were able to cover the ground without discomfort. For the rest of the distance of 26 miles from Kelso to the town of Toledo we encountered macadam and gravelled road in good condition. From Toledo we sped along on pavement to a point a mile north of Centralia, when we again jogged off onto macadam road. This stretch of ten miles, some of which is rough but all easily passable ends at Tenino, from which point the road is paved all the way to Olympia, excepting for one point of about 100 yards where the highway is being built under the railroad tracks to eliminate a grade crossing.

Leaving Olympia after lunch we turned left at the center of town, following the Olympic highway,

signs over the bridge across the bay and up the hill west of the city. From Olympia for 14 miles we traveled over a splendid paved road, but at the 14-mile point we jogged off onto one of the worst detours in the country. For several miles a narrow road wound over the hills and through the timber and brush, with infrequent passing places, and were curving at the time we made we were back on the main road. For the motorist who may plan covering of dirt removed and be

opened to traffic. When this work is finished the trip to Shelton will have no terrors.

From Shelton northward to the canal and along the west bank of the canal for some 42 miles we found the road in splendid shape, with excellent macadam surface, the only difficulty being occasional sharp curves and some narrow road where care had to be exercised in passing cars. We were able without dif-

ficulty to reach one of the resorts on the canal by dinner time.

The glimpse of Hoods canal is secured at Potlatch, 36 miles from Olympia, and from there to Quilcene, at the north end of the canal, where the highway leaves the sound to cross over to Sequim and Port Angeles, the highway for the most part follows the shore closely, affording many beautiful views of the beach, the water and the opposite side. To the west are the timbered hills, from which at intervals of every few miles mountain streams tumble out into the sound. In many places the highway follows the shore so closely that at high tide the water laps the edge of the road.

Highway Opens Resort Country.

The highway may easily qualify as one of the most beautiful in the northwest, both for itself and because of the surrounding country.

The country is one continuous resort. The motorist can stop anywhere on the road where there is a good parking place, and make his camp, provided he is so equipped. The timbered hills and fresh water streams will be behind him, while in front will be the beach with its clams and other sea life and the sound with its boating and bathing. For those who are not equipped to camp there are numerous hotels and resorts where meals and rooms may be secured. Such places, in fact, are encountered every few miles, and at least two of the hotels, the Olympic highway inn, north of Brinnon and the Linger-Longer Lodge at Quilcene will qualify with the best of the kind anywhere. An excellent stopping place closer to Olympia, is Lund's, just beyond Hoodport.

The drive from Portland to any one of the resorts on the canal can be made easily in a day, the motorist leaving Portland at 6:30 or 7 o'clock in the morning, lunching at Olympia and arriving at the selected

(Continued on Page 2.)