

THIS IS HOUSEBOAT ON TRUCK NOT ON STYX



Camping scene where the Paterbaugh party with their Federal houseboat have tarried for the night. Daily class is in progress with the children the more or less willing victims of the school teacher. Not counting the two at the extreme left, reading left to right are the pretty teacher, Mr. Paterbaugh, Mrs. Paterbaugh and their two grandchildren seated facing the teacher.

How is the Road?

Washington-Idaho-Montana-Canada

Tourist travel eastward out of Spokane is noticeably increasing since the eastbound highways have been reported all open. The roads east of Walla, Idaho, and Thompson Falls, Mont., are not considered fast, but all are possible, and no reports of tieups due to bad going has reached here.

All highways leading toward Walla, Walla, Pendleton, Hood River and on to Portland are reported as excellent, and in many places fast.

The extension of the Inland Empire highway from Walla, Wash., to the Oregon line to connect with the Columbia river highway to be extended from Umatilla, is feasible, according to an unanimous decision of the county commissioners and good roads committee of the Commercial club, who made the trip over the proposed route.

There are six miles of road from Walla to the Oregon line. The road will shorten the distance from Spokane to Portland by 30 miles, and will avoid heavy hills through Central Washington, which is the route now usually taken. Expense of construction will not be prohibitive as there are no difficult engineering problems, and rock is close at hand for surfacing. The county commissioners are endeavoring to have this strip of road approved by the state as an extension of the Inland Empire highway. The road would be open the year around, and would be a scenic highway.

Tourists are not being delayed in Spokane because of the gasoline shortage, according to Frank W. Guilbert of the Spokane County Good Roads association. The bureau is making special efforts to see that bona fide tourists are supplied so that they may pursue their journey.

"We are not issuing any permits from this office," said Mr. Guilbert, "but we are looking out for the interest of the tourists, on whom a hardship would be worked if held up for lack of gasoline. We are given to understand that there are no restrictions on gasoline in Idaho."

Officials of Shoshone county, Idaho, and of Mineral county, Montana, met May 25, on the divide between Idaho and Montana, to inspect a possible cutoff of a mile and an eighth in the road over the mountains. The proposed change, they believe, will give them a route they can keep open for three months longer in the year than the one now used. The new road would follow the route of the railroad through Look-out pass.

The road between Mullan, Idaho, and the Montana side is impassable on account of snow over the divide, but is expected to be opened in a week.

Travel to Seattle from Spokane via the Snoqualmie pass is reported good and no delays are experienced through the pass.

All highways leading into Canada via Sandpoint, Idaho, and Kings Gate, B. C., are reported open and free from any obstructions that would cause delays.

Inland Empire Highways

Road conditions throughout the Inland Empire are reported by the Walla Walla Tri-State Automobile club to be generally good, although the dry weather of the last two weeks is making some of them dusty. The great amount of road construction work being done in Eastern Washington, Western Idaho and Eastern Oregon, however, is making

detours necessary on practically all of the main routes, according to the report, and as a result there is but one route to Spokane which is direct. This is the Lyons Ferry road, which, for the distance between the Snake river and Washtucna, is getting dusty.

Traffic is going steadily through the Snoqualmie pass without trouble, as well as to Portland via both the Evergreen and Columbia highways, while the routes to Boise, Idaho, and California via Central Oregon from here are said to be for the most part in good condition.

The road report for this section in detail follows: Walla Walla to Spokane via Lyons Ferry and Ritzville, good, with the exception of Lyons Ferry to Washtucna. This 14 miles is cut up and somewhat rocky.

Walla Walla to Spokane via Central Ferry and Colfax, passable but, owing to construction work, not in good condition.

Walla Walla to Spokane via Penna-wawa ferry, ferry not operating. Walla Walla to Lewiston via Delaney and Pomeroy, fair generally, but bad for several miles between Dayton and Delaney on account of construction work. By leaving the route at Walteburg and going to Pomeroy via Starbuck and Delaney, the construction work can be avoided. This would increase the distance by several miles, but the traveling is much better.

Lewiston to Spokane, good. Lewiston to Grangeville, Idaho, good. Lewiston to Anatone via Asotin, fair. Lewiston to Juliette via Spalding, fair. Lewiston to Boise via Whitehead, closed.

Walla Walla to Seattle, generally good. Snoqualmie pass open. Chains not needed. Snow still on the mountains but the roads are clear and every 100 feet there is a turnout for passing cars. Walla Walla to Portland via North Bank road, Walla Walla to Stevenson via White Salmon, Lytle, generally good. Ferry to Cascade Locks and Stevenson and take Columbia highway to Portland. Do not use Major creek cutoff between Lytle and White Salmon.

Walla Walla to Boise via Pendleton and Baker City, good to Pendleton. Rough and some mud over the Blue mountains between Pendleton and La Grande, but cars are going through. La Grande to Baker City, good.

La Grande to Walla Walla via Tollgate, not open. La Grande to Elgin via Imbler, fair. La Grande to Enterprise and Walla, fair.

Walla Walla to Portland via Pendleton and Columbia highway, good to Pendleton. Pendleton to Echo and from there to Umatilla on the Columbia highway, good dirt road. The highway is open to Arlington, at which point a detour is necessary to Rock Creek and Wasco. The Dalles and Hood River. Construction work between Hood River and Weyeth makes it possible to get through there only before 7:30 a. m., at noon, after 2:30 p. m. and on holidays.

Pendleton to Pilot Rock and Ukiah, fair.

Pendleton to Bingham Hot Springs, fair.

Central Oregon road to California, in good condition either by way of Wasco, Bend, Klamath Falls or via Wasco, Bend or Lakeview. Bend to Burns, good. Bend to Prineville, good. Prineville to Michael, not open. Bend to Sister, good. Sister to Willamette valley over McKenzie pass, probable opening about June 15.

TRUCK HOUSEBOAT
IDEA REAL THING

You've heard of the houseboat on the Styx, but have you ever heard of the houseboat on a truck? Del Wright, manager of the local branch of the William L. Hughson company, local Federal truck distributors, says

that such a combination exists, and goes further—he describes the thing and tells what makes the wheels go 'round. And what is more, the outfit was in Portland last week.

The man who conceived the idea of putting a veritable house on the chassis of a Federal truck is J. H. Paterbaugh of Mackinaw, Ill., and the party that started on tour last fall and has been at it for nearly a year consists of Mrs. Paterbaugh, the son and daughter of the old couple, with their families, the school teacher, and a cook—not to mention a dog and a cat. The passengers ride in touring cars, while the Federal 1½ ton truck brings up the rear, riding easily on pneumatic tires, carrying the

goods and chattels, tents and so forth, necessary to the comfort of all concerned. The party has so far visited most of the national parks since leaving their home, and have made a thorough inspection of the Central West. Every night is spent out in the open in tents carried in the truck, and the cook handles the frying pan the morning after the night before. They are finding members of the party declare, that it is quite easy to do without a lot of the things to which they had been accustomed before leaving home, and are getting along famously in their nightly canvas village.

"It's the life," comments Paterbaugh Senior, patting the side of his "houseboat" and the others agree with him.

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