

Great Progress is Made on Pendleton Highway

PENDLETON IS
NOW ONE DAY
AWAY BY AUTO

Journey From Portland Up Columbia Is One of Most Variegated That Imagination Could Paint.

By Frank A. Clarvoe

Three things must be remembered when making a trip into Eastern Oregon in the summer time. One is, have the car in good condition; the second, take along a water-bag and water, and the third, wear clothes that won't show the dust. One Journal scout who made the trip last week is out just two white shirts as a result of a round trip to Pendleton.

In a Mitchell Six, piloted by Ray Albee, advertising manager for the Mitchell, Lewis & Staver company, local Mitchell distributors, the scouts left Portland while the roosters were crowing, reaching the Vista house just as the sun was showing his red nose over the gorge hills. Pendleton was the objective and the schedule called for registering in that lively little city that evening right on the dot of 8. The scouts tarried not nor hesitated, and the reasons for speed while the car could ride on paving will be noted in the course of time.

The highway to Hood River needs no comment. It has joined the upper crust of good roads and calls for no introduction. Beyond Hood River the road through to Mosier is excellent gravel and beyond the apple town, while not being a billiard table, is of fair enough surface to permit a good gait. The road through to The Dalles is also fairly well known. It is beyond that the tourist has his fun as well as his worries.

SCENERY MOST VARIEGATED

If there is any other road in the world requiring the total driving time of about 14 hours that has more variegated scenery than the road through to the eastern portion of Oregon, then memory fails to recall its location. Valley, mountain, desert, farming country and cattle land are to be seen through the windshield and between the top supports. It is a road that makes the man with a car is convinced that the day just past has seen his knowledge of flora and fauna, to say nothing of geology, receive several ruffles and lengthen by an inch or two. Such things began to dawn upon the Mitchell party of scouts after leaving the paving east of The Dalles and the country started to change. The route travel sticks to what will one day be the upper highway for a mile or so after the paving ends, and then ducks back into the country and starts following the line of least resistance among the rocks, mesas and coulees of more or less attractive country. The air was warm when the open country began to spread about the middle of the morning had been cool, the sun got busy and gentlemen, hush, the way the heat waves rippled in the sunlight. The turn over the hill to where a view of the new bridge over the Deschutes was to be seen did a world of good along cooling lines. The mere sight of water other than the Columbia river somehow or other has a rejuvenating effect in that part of the country, and a heavy rain must be the occasion for much rejoicing and the sounding of cymbals.

PLENTY OF SAND

Having crossed the Deschutes and passed the warehouses at Moody, filled with sacks of wheat, the road beyond has enough sand to make a creditable beach anywhere. But the way affords fairly good traveling at that, and while at this time of the year navigation is difficult on account of the wheat

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STEEN'S MOUNTAIN
ATTRACTIVE PLACEGreat Fishing to Be Found in the
Lakes and Rivers of Harney
County, Says Judge Farre.

"Folks who haven't made a visit to Steen's mountain so far this year had better arrange to do so when the hunting season opens," said Judge W. M. Farre on his recent visit to Portland. The judge hails from the shadow of Steen's mountain and thinks there is nothing like it.

"People who come into that part of the country each year, swear they will be back again soon," went on the judge. "The mountain has an elevation of 9000 feet and grasses 200,000 head of cattle. The lakes have all the fish a man would want to catch and the game there is unequaled by any other part of the state."

Steen's mountain runs north and south below Malheur lake. Harney lake, with Juniper and Mann lakes on to the south, furnish abundant fishing, as do Donner and Blitzen rivers, Boca and Alvord lakes, the Alvord river, and Trout, Krumbo, McCoy, Kiegar and Riddle creeks. Juniper lake is on Riddle creek. Diamond and Smith are

TOURISTS PRAISE
PENDLETON AUTO
CAMPING GROUNDRound-Up City Provides An Ideal
Camping Place for Tourists;
Things Reported Home-Like.

The Pendleton Commercial association, of which C. K. Cranston is secretary, has turned the old pumping station, east of town, into a camp site and has cleaned the station building itself into a good cooking and eating place for the tourists, making the camp their headquarters. A fringe of trees borders the plot set aside for motoring visitors, and Lee Hummel has been made custodian. Robert Simpson, Ford dealer in Pendleton, has direct jurisdiction over the site for the commercial association.

"This is the best we could do this year," said Simpson, and Cranston echoed the apology. "Last year tourists were parked in the Round-Up enclosure, but this was unsatisfactory because of the fact that it took up the plot of ground used for the Indian encampment. The result was we had to clean the place of tourists just when we and they needed it most. This year we have plenty of room and everything a motorist would want."

The camp site, which was improved by popular subscription, needs no apology, say Portland people visiting the spot, especially to folks of Portland, a city not having a camp site of any kind. Cranston also pointed out another plot to the east of the present site, where a temporary quarters can be made for an overflow coming from the main camp. Lee Hummel keeps the camp grounds in good shape, and has a way of his own of getting the tourists to clean up after themselves.

It is the plan of the association to put showers into the old pumping house next year. Bathers are already in the showers and toilet facilities are to be found. Washing may be done on the cement floor, and a number of tourists were camped in the plot and making use of the conveniences last week. Simpson says the place is well patronized.

One incident occurred showing the thoughtfulness of the men in charge of this tourist headquarters. Simpson received a card from a man who had made use of the camp and had gone away leaving an iron skillet. He wrote asking for the utensil, saying he had left it under one of the tables. Lee Hummel found the bit of hardware and when seen down town Saturday afternoon was packing the skillet toward the postoffice.

"I found it right where he said it was," was the only comment of the park custodian, displaying a toothful smile.

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TRAVEL RECORDS
SMASHED AT PARKYellowstone Records Expected to
Show More 90,000 Visitors
by End of Season.

Travel reports compiled by officials of Yellowstone Park for the month of July strongly indicate that the vacation land will be visited by more than 90,000 tourists during the 1920 season, as 40,946 people have passed through the gates during the months of June and July, surpassing the 1919 season by more than 8000 visitors, which proved to be the biggest year in the history of the park.

Reports for the month show that 5397 automobiles, transporting 19,722 people, with camping equipment of every style passed through the park, spending from five days to more than a month at the numerous free public automobile camps and along streams, abundant with mountain trout. The statistics show an increase of more than 20 per cent of park visitors from eastern and southern states over the record established last year.

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Some Bring Bricks to Shy at Us
Some Bring Bouquets to UsYellowstone Records Expected to
Show More 90,000 Visitors
by End of Season.

"No, I can't say I like the West," said Mrs. H. R. Baxter, "and I don't know why I don't, but I don't." But after using all those "don'ts," Mrs. Baxter admitted that she likes Portland better than Seattle. "Seattle is too much up and down for me. I like to live on the level."

Mr. and Mrs. Baxter are making a tour of the West in a Buick six. They come from Kalamazoo, Mich., and have no wish to make Portland or the West their permanent habitat. These tourists, who have been mixing things up and camping one night only to stay at a hotel the next, say the roads are in fair condition, and paid the compliment of characterizing Western roads as real roads when they are built, but rotten when they are not improved. The Baxter party came through by way of Seattle, having visited Yellowstone, Glacier and Rainier National parks. Mrs. Baxter said she thought the people of Topeka had given Mount Rainier the prettiest name in the first place and didn't see exactly why they wanted to change its moniker.

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MAIL PLANES AID
FLYING INTERESTDiscontinuance of Service Be-
tween New York and Washing-
ton Dulls Enthusiasm.

Discontinuing the mail planes between New York and Washington has taken away one of the stimulating influences on commercial flying, say local aviators, who complain about the lack of encouragement given to commercial flying on the part of the government. In answer to suggestions that our own government is doing all it can for the commercial flyer, these men point to what England is doing to promote the aerial business.

According to the half yearly report of the English controller general of aviation, just issued, the government is doing much to show its interest in the efforts private individuals are making to stimulate interest in flying.

Experiments in signals for aiding night flying, wireless direction finding and radio telephoning have all been carried out with satisfactory results.

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Park Travel Shows
Use of Automobiles
Is on the IncreaseA startling evidence of the increasing
use of automobiles in touring is given in
an announcement of records of travel
in national parks during the present
season.

The number of automobiles and the number of tourists entering the national parks show, according to officials in Washington, that at least half the persons viewing the parks are motor tourists.

Latest reports show that 64,000 tourists have visited Rocky Mountain park in Colorado. The number of different cars used was 14,800, allowing only four passengers to a car. This would indicate 59,000 automobile tourists. Deductions would be made for some persons who rent machines temporarily in the vicinity of the park.

In Yellowstone park there were 1852 cars given permits in July, these being from all 48 states, indicating that there is a great travel to date this year. Grand canyon, in Arizona, has had 14,797 visitors in four months, compared with 87,745 tourists during all of 1919.

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EDITOR SCORES
PARK SERVICE
AFTER TOURJ. C. Kaynor Tells of Terrible
Camping Conditions to Be
Found by Tourists in Park
Territory.

J. C. Kaynor, editor of the Ellensburg Record, and party, have just returned from a tour through the Yellowstone and Glacier parks. In describing the road conditions to Glacier park, Mr. Kaynor states that the roads themselves are good, but there are few signs to guide the tourist and camping accommodations are poor. Mr. Kaynor states that on the return trip, with good roads, he drove from Sandpoint, Idaho, to Soap Lake, Wash., a distance of 209 miles, in a day.

"The Glacier park roads are divided into two sections, the eastern and the western," said Mr. Kaynor. "Practically all of the eastern roads are outside the park boundaries, on the Indian reservation, with short stubs running up to scenic points in the park such as Two Medicine lake, Cut Bank and Many Glaciers. The tourist driving from the East does not find any markings on the trail to indicate the fact that many miles of the road from Sandpoint are within the so-called park system, so he doubles into Glacier park and then comes back for many miles over the same road, in order to get into the park. In fact, the park is not designed to appeal to the automobile tourist. The two camping grounds within the park are miserable excuses for a disgrace to the national park service.

"The way to see the Glacier is to use the transportation system of the park and then make the horseback and hiking trips over the many beautiful trails. Rates are reasonable and hotel and chalet accommodations excellent. Camping out is made almost unbearable at the so-called camp grounds with the mosquitoes and lack of facilities. We spent two nights at the park and shipped the automobile to Belton, the west entrance, by railroad. Service for shipping an automobile is excellent and rates reasonable.

After leaving the park we spent the first night in a camp on Lake McGregor, a beautiful mountain lake 22 miles west of Kallispell, Mont. The next day was one of the most scenic of the trip, but over some of the wildest of roads. From Libby, Mont., went as far as Bonanza Ferry, Idaho, the so-called highway climbs several mountains, winds around cliffs high above the Kootenai river, all on steep grades and very narrow road-bed. It is a spectacular scenic trip and with a dry road bed, comparatively safe for a good driver, but wild Blawett pass in its palmiest days had little on this road. Camping around Bonanza Ferry was made impossible because of the mosquitoes and a night drive was made to Sandpoint.

The next morning the drive went into Washington. Soap Lake, a distance of over 200 miles, was made before dark, because of the excellent condition of the North Central highway. In fact, from the Washington line to Kallispell there was a stretch of only three miles of poor road. The rest of the road is in good condition and a delight to the traveler, after the much poorer roads of Montana.

We found no gasoline shortage east of the Washington state line. Prices ranged from 22 cents to as high as 45 cents, but the gas could always be obtained even far away points in the mountains or on the Indian reservation. The roads on a whole are not in a class with Washington highways, but still good enough to make from 150 to 160 miles in eight or nine hours."

DOUGLAS COUNTY
CALLS FOR BIDSResolution Appropriating Funds
for Tiller-Trail Road Is
Given Approval.

The forest service office in Roseburg has been notified that Douglas county's resolution, appropriating funds for the Tiller-Trail road had been approved, and that call for sealed bids on the first unit of the road had been made. The appropriation of Douglas county was made after the form of a resolution, which was for the purpose of having it accepted immediately by the department of agriculture.

The amount of money to be used from the county fund is \$11,070. This will be built under the government supervision, and the funds will come from Douglas county, the state of Oregon and the federal government. It is a forest road, as well as a government and county road, as it benefits all three.

The county will gain by having this as a market road, as it is a very rich country up the South Timpqua. The forest service can haul supplies much nearer the lookout stations of the interior over this road than by any other route, thus eliminating pack trains to a great extent. The government will have a new road to the national park of Crater lake, that will save tourists an even hundred miles.