

Crater Lake Country Rich in Scenic Surprises

OREGON'S GREATEST BEAUTY SPOT SEEMINGLY LITTLE APPRECIATED HERE AT HOME

Register Kept of All Those Who Have Visited Wonderful Crater Lake Is Surprisingly Small, and More Surprising Still Is The Few Names of Oregon People Found on It.

By W. B. Dennis
How many citizens of Oregon have ever seen its greatest natural wonder—Crater lake? How many people of other states have seen it? The answer to these questions would be interesting. Ever since it became a national park the government has kept a record of every person entering and leaving the reserve, his or her name and address. This record is not at hand but it can be imagined from the number of foreign cars and the paucity of Oregon cars daily seen in the park, that the answer would bring the blush to the Oregon cheek.

About six weeks ago the Oregon state bureau of mines and geology announced that it would conduct an excursion to the lake. The bureau proposed to furnish the eyes of the geologist through which the participants in the excursion might look understandingly upon this gigantic handwork of nature. Standing on the rim of the great crater, on the summit of the Cascade range, 8000 feet and more above the sea, the bureau proposed to put upon the screen before the eyes of the excursionists the greatest moving picture that human imagination has ever conceived—the birth, growth and ultimate collapse of Mount Mazama, the highest mountain of the Cascade range—for that is what the 20 square miles, 4000 foot deep hole in the ground called Crater lake, is or rather was before it became a hole.

"CALDERA" NOT "CRATER"
It may not be orthodox Calvinism to say that the "Elect of God" are those who elect themselves, but in this case it is altogether true that those who had the rare privilege of worshipping the god of nature from the top of Garfield peak, 8060 feet above the sordid haunts of men on a recent Sunday morning, were self-elected.

It might have been supposed that hundreds of people would have lined up in front of the box office of the bureau of mines scrambling for front seats at its great moving picture show, but as it really was a scant 10 people participated in the excursion which every one of the 50 are now vouching to their friends, to have been one of, if not the greatest experience of their lives. Not all of this 50 were Oregonians. It is only because the people don't know how really magnificent, inspiring and altogether wonderful Crater lake is, "Crater," by the way, Mrs. A. Williams, the bureau staff geologist who conducted the excursion about the lake and delivered the lectures, told the excursionists was not the proper scientific name. It is not a crater but a "caldera," the difference being due to the falling back into the crater of the top of the mountain after the supports underneath had melted away and

found some easier avenue of escape at lower levels.
Williams is only a young man, but his work is receiving national attention and he is rapidly winning his way to the front ranks as an authority among geologists. He has the rare and happy faculty of being able to explain geological problems to the lay mind without the befuddling use of scientific terms and in a most understandable, simple and charming way.

MANY PROMINENT PEOPLE.
Besides Williams the bureau of mines was represented on the excursion by Henry M. Parks, director of the bureau and to whose pre-arrangement and personal management its success was due, and by F. A. Olmsted and W. B. Dennis, two members of the bureau commission. The arrangements for the excursion were participated in by the Northwest highway section of the American Society of Engineers, and the society was represented by W. D. Clarke and C. H. Whitmore of the state highway engineering department, who acted as guides for the automobile parties over the highways from Portland to Medford and the lake. O. Laurgaard, city engineer of Portland, representing the same engineering society, and a member of the committee of arrangements for the excursion, was one of the party.

Frank Branch Riley, the poet-orator of the Northwest and inveterate Mazama, also was one of the party, gathering new inspiration for his illuminating lectures on Northwestern scenery. Other prominent persons members of the party were: B. Lee Paget and wife, George E. Guthrie and family, W. A. Carpenter and sister, Mrs. Frank Branch Riley, Mrs. L. H. Olmsted, Mrs. E. G. Craft, Miss Grimmy, Miss Wiley, Miss Leonard, M. E. Paget and wife, Ervin Lewis Roy and wife of Chicago.

GRADE IS EAST ONE
One of the surprises of the trip, experienced by every member of the party, was the character and condition of the road from Medford to the lake. The popular impression is that the road is a steep, narrow and dangerous winding sidewalk road. The contrary is true. In spite of the great elevation of the lake, the rise from Medford is almost continuous and so gradual as to be almost imperceptible, except for the last mile, so much so that the traveler, always looking forward to steep grades ahead, arrives at the lake with a start of surprise. A long portion of it is graded 24 feet wide, and there is scarcely any places in the 85 miles of road that two cars cannot pass comfortably if ordinary precaution in driving is used. Of course there is the usual dust and some rough road, but the drive can be made comfortably in six hours.

Too much cannot be said in praise of the hospitality and accommodations furnished by Mr. Parkhurst of Crater Lake lodge and Mr. Sparrow, superintendent of the National park.



BENSON FAVORS TOURIST CAMPS ALONG HIGHWAY

Towns Having Parksites and Picnic Grounds Get Far More Trade Than Towns Without.

Tourist parksites for Columbia river highway, both the Astoria and Hood river branches, are topics of discussion throughout the state following recommendation made by Amos Benson to the secretary of state that land in Beaver Creek canyon be converted into a parksites and picnic grounds for motorists. This land is on the lower highway, and was at one time owned by Simon Benson. It is now the property of several logging companies. Benson is enthusiastically in favor of the movement to install camping grounds on principal highways of the state, but feels the matter should be taken care of by towns along the route of tourist travel. S. Benson said early last week that every town, both large and small, even where there might be only one or two stores for trading purposes, should have a plot of ground where motorists might spend a night. Small sums of money collected from citizens of the locality would serve to install and operate a site of this kind.

AROUSES CIVIC PRIDE
"People in towns throughout the state need only to have the necessity for such sites called to their attention and they will have some immediate claims with local pride will make the suggestion a reality," said Benson. "The state should be plastered with campsites like a Christmas package is plastered with stamps. There cannot be too many of them. Every town having a site has that much of a trading advantage over the town without one. The tourist and visitor from another portion of the same state will find their visit to the town that much more pleasant and the town itself will have some immediate claims to attention and memory on the part of the speeding traveler."

COMFORT STATIONS
"Comfort stations could be built under the jurisdiction of the highway commission," continued Benson. "The state highway commission has been considering for some time the necessity for being laid out for convenience of travelers, but without sufficient support the idea will not be practical. It seems to me that the highway commission should be willing to erect stations in accordance with our specifications, the firm's name, of course, to be placed on them as an appreciation of its thoughtfulness. Maintenance might be effected by a small toll from each car owner of the state, say 25 cents each year. Legislation would be necessary to effect this." The winter should be the period for great activity in putting the finishing touches on state highways, according to the chairman of the commission. The campaign for suitable signs throughout the state will be brought to a successful end next spring, when every state road coming under jurisdiction of the highway commission will have its chain of signs. Benson pointed out that these signs would be only on state roads, county roads not coming under the system. There is a law requiring county courts to take care of signing county roads, but it has never been enforced. Until this law is made more use, county roads will be left to the haphazard marking of individuals and motor associations.

Trip South Has Odd Twist to It Visit East Breaks It in Two

Close association, from the decks of the steamer Rose City, with a school of whales and being taken for Herbert Hoover were high lights of a recent trip made into California by Dr. and Mrs. G. Earle Henton, who left Portland about the middle of July and returned a few days ago. They covered approximately 3500 miles on the southern tour.

Dr. Henton loaded his Buick Six on the Rose City July 11, with the intention of hitting California all primed and peppy for a tour of the state. On the voyage down the passengers on the steamer were treated to a machine attraction in which whales were the headliners. Some of the big fish came within 200 yards of the steamer, a favor not usually accorded coastwise passengers and not included in the privileges customarily extended travelers by water in these parts, according to the doctor. Arriving in San Francisco harbor in a bad fog, they took the car down along the coast route to Palo Alto. Passing Hoover's house, the Buick party determined to see the structure responsible for giving shelter to the famous food juggler. They found no signs of life around the rear of the house, and taking the drive approached the place again from the front. Three people standing on the drive arose and the car with obvious awe, came toward the doctor with unmistakable signs of welcome. "Are you Mr. Hoover? Why, of course, you're Mr. Hoover!" They were pathetically insistent that the doctor assume the role, but couldn't quite sell him on the idea. Henton deprecated, albeit with reluctance.

ROADS SLENDID
The roads along the coast route were in splendid condition, and with the exception of one or two detours, where gangs of men were at work, the trip to San Diego was made without incident or inconvenience. For 70 miles the San Diego road follows the ocean, almost within touching distance, and with a smooth, fast surface. From San Diego Dr. Henton returned to Los Angeles, where the car was stored and the train taken East for the homes of relatives. On the return trip from Omaha by train Dr. Henton stopped off at the Grand Canyon. He declares that one does not realize himself to be the infinitesimal atom he really is until a visit is paid to the canyon. Eleven miles across and two miles deep, colored with red sandstone the brilliance of the sunlight touches the

AUTO DEALERS OF OREGON APPOINT NEW SECRETARY

State Association to Establish Employment Bureau as an Employers' Clearing House.

E. H. Jones, office manager for Willys-Overland Pacific company, was appointed secretary of the Oregon Automotive Dealers association at a meeting last week of the directors of that organization. This appointment relieves R. E. Magner, whose efforts were largely responsible for the association, as secretary pro tem, and the board adopted a resolution thanking Magner for his efforts in behalf of the state association.

In the course of its meeting, the board voted to establish an employment bureau as a clearing house for employers who have memberships in the association, and adopted the wheel-and-radiator emblem of the California association as official emblem of the Oregon dealers. Jones will assume his duties October 1, when Magner will return to his work as field secretary for the National Automotive Dealers' association. Before entering the employ of Willys-Overland company Jones had business connections in Baker. The association as Magner is turning it over to his successors is said to be in a healthy condition and should assume important proportions as additional members are added.

The following county associations have been formed and are affiliated with the Oregon Automotive Dealers' association: Douglas County Automotive Dealers' association—O. C. Baker, president; C. A. Lockwood, secretary. Tillamook County Automotive Dealers' association—F. M. Hathaway, president; Fred Bloom, secretary. Clatsop County Automotive Dealers' association—A. S. Skyles, president. Polk County Automotive Dealers' association—G. C. Skinner, Independence, president; C. W. Fox, Dallas, secretary. Yamhill County Automotive Dealers' association—Homer Ross, president. Newberg Automotive Dealers' association—W. T. Anderson, president; Charles Johnson, secretary. Hood River County Automotive Dealers' association—Mark Cameron, president. Washington County Automotive Dealers' association—M. F. Cady, Hillsboro, president; R. E. Loomis, secretary. Columbia County Automotive Dealers' association—Guy L. Fieldhouse, president; G. R. Sager, secretary. Klamath County Automotive Dealers' association—Mr. Miller, president. Jackson County Automotive Dealers' association—George M. Treichel, president.

COLUMBIA RIVER HIGHWAY EXTENSION WOULD FURNISH OUTLET TO INLAND EMPIRE

Addition of 20 Miles Linking Present Terminus at Umatilla to Wallula Would Cut Distance From Spokane to Portland 50 Miles, and Between Portland and Walla Walla-Lewiston Cut Would Be 30 Miles.

By merely extending the Columbia river highway from its present terminus at Umatilla to the Washington state line, a distance of approximately 20 miles, direct connection with the Eastern Washington and Northern Idaho systems of highways can be made and a saving of several miles for through travel effected.

Between Spokane and Portland the road would be shortened approximately 50 miles and between Portland and Walla Walla and Lewiston approximately 30 miles cut off. Under present conditions to go from Umatilla to Wallula one must travel 115 miles. If the Columbia river highway should be extended along the 20 miles to the Oregon boundary and seven miles farther to Wallula the distance would only be 27 miles, a saving of 88 miles.

ROAD IS DESIRED
The present route to Walla Walla requires a distance of 88 miles to be covered before arriving at Umatilla. With the proposed interstate connection, this distance would be reduced to 27 miles. The people of Central and Southern Washington are anxious to have the connection made from Wallula to Umatilla and are ready to construct the seven-mile stretch from Wallula to the Oregon line. The importance of the proposed extension from a through standpoint is clearly set forth by the accompanying map, which shows the great saving in distances to be brought about and the further advantage of a water grade highway which will supplant rail and water transportation in the great Columbia river basin.

The original conception of the Columbia river highway was not merely an Oregon road. It was the broader one of a great interstate highway which would not stop at the Oregon border but would extend into Central Washington with lateral roads extending up all the water courses of the great food-

producing region, bringing its products to the great river.

To realize this vision of a magnificent highway, there only remains the extension from Umatilla to a connection with the Washington system of roads. It was in the view of an interstate route of travel and as a factor in Columbia river valley transportation that caused the highway to be located along the river east of The Dalles. If the purpose had been to build only an Oregon road and purely a scenic route it is more than likely that the location would have been a different one. It was in the view of an interstate highway that economic and commercial considerations became predominant. To achieve the full purpose contemplated from the beginning there only remains the construction of this short stretch from Umatilla to the boundary line.

Local objection may be raised, but on analysis it will be soon seen that these are ill founded and that the proposed development will bring results, the backwash of which will redound to local advantage.

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