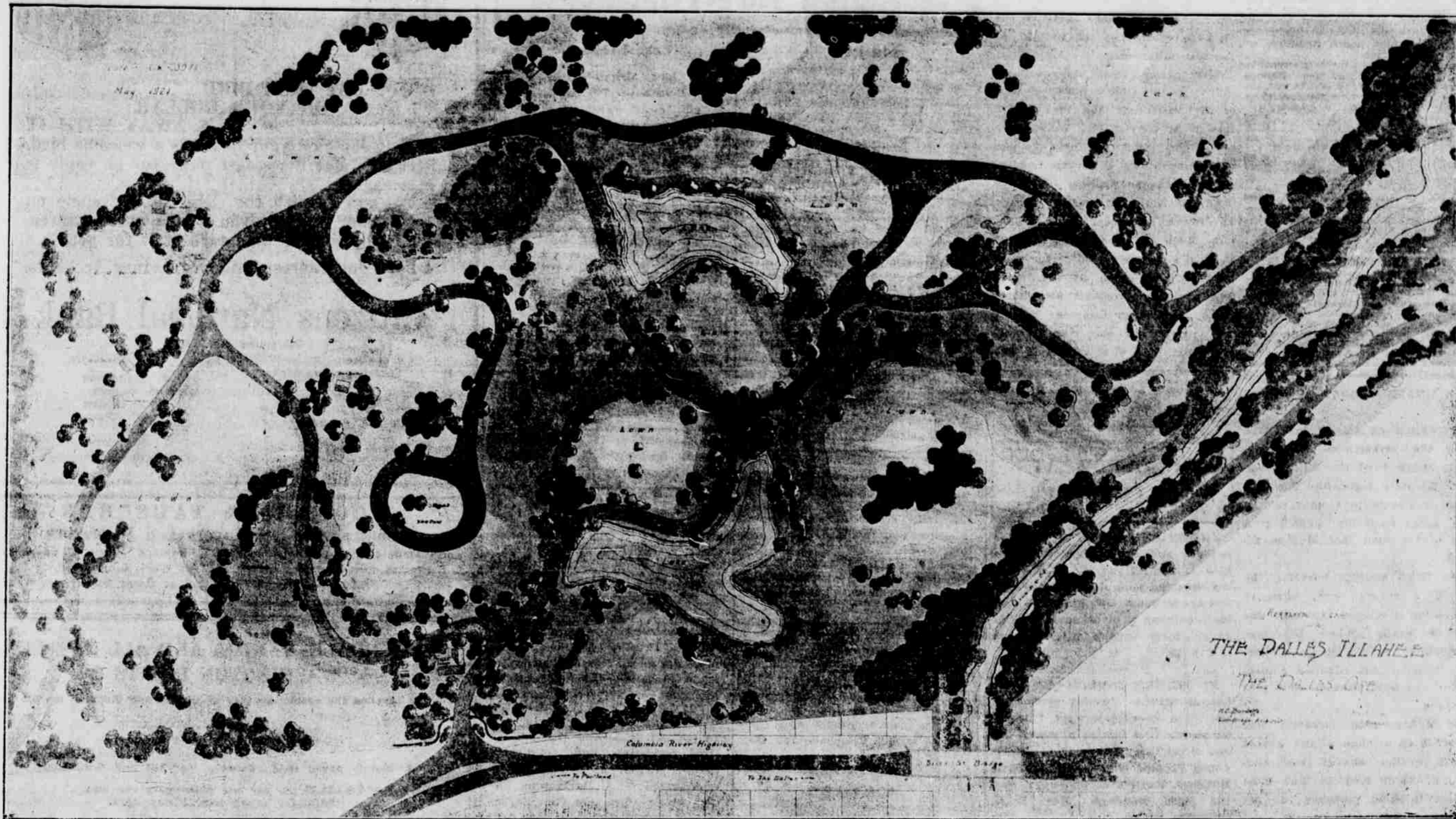


New Automobile Camp Grounds Will Soon Be Ready For Tourists of World



J. T. Rorick may very properly be called the father of the automobile camp park just west of the city, for it was he who first publicly envisioned the beautification of the rough mass which to most of us appeared to be only a rock pile. Judge Rorick saw possibilities of improving the place long before the necessity for public automobile camp grounds ever became apparent. His thought was that it should be made a public park for the city. There was to be a playground for the children and a swimming pool. The proposition went through the planning stage. The O. W. R. & N. company even unloaded sand for the bottom of the swimming pool. Then interest on the part of those who could have made the thing successful began to die. This was four years ago. The war came on, and there was too much doing to think of parks. Nevertheless Judge Rorick kept working. Last summer the automobile camp ground thought materialized. Within two weeks the park will be completed.

By J. T. Rorick
Early this year when it was definitely decided that the present location should be developed into an auto camp-ground the conception of its scenic and picturesque possibilities was quite generally skeptical, but now as the transformation progresses and the landscape effects begin to unfold their ultimate charms, public sentiment is rapidly changing and the

growing enthusiasm is almost marvelous.

The impulse which put the project in motion was to provide for the comfort and travel requirements of the auto tourists, and the provisions under way and yet to be constructed, will not only minister to the tourists' well being while they sojourn here, but the architectural beauties of the structures and their harmonious blending with the surrounding landscape will please them while they tar, and make impressions that they will carry with them and long remember.

Of greater significance, however, is the conviction that the 136 acres comprising the tract is so unique and distinctive in topographical features that with relatively little expense it can be made into one of the most delightful and charming retreats to be found anywhere. To perfect all this there will be required, but the ultimate possibilities are no longer doubted. For the present the energies of a large force of men and teams are rushing the work of making cuts, fills and driveways; another force is planting large shipments of coniferous and deciduous trees, together with a number of varieties of indigenous shrubs and flowering plants; while a force of mechanics are constructing overshelters, comfort stations and other conveniences for the tourists' cheer and comfort. City water is being piped to all points for present needs and in order of their emergency there will be installed electric lights, telephones, laundries and shower baths, registra-

tion and information booths, and subsequently a beautiful lodge for a care-every available spot occupied with or taker and matron. Abutting the downtown section it will be but a few steps into the business part of the city, when a rustic foot-bridge is constructed across the gulch through which flows Quenett river, locally known as Mill creek. All development work is from the designs and under the supervision of H. E. Burdette of Portland, a landscape architect and naturalist as well of widely recognized ability and experience, who in addition to his private engagements has supervision of the landscape effects of other going projects in Oregon, Washington and Idaho.

He has been retained by the year by The Dalles Chamber of Commerce, and his skill in bringing out the natural topographical charms of the park is already earning much merited praise. The landscape study of the park to appear on this page is supposed to be an airplane view taken at an altitude of 2000 feet. It borders the beautiful Columbia river highway that will soon have continuous pavement from The Dalles to Portland and is entered from the city a short distance west of Sixth street bridge, through a massive stone pillared portal, after joining with another driveway from the Portland end of the highway.

The section of the park shown here comprises about 24 of the entire 136 acres. The winding driveways ramifying in all directions are rapidly nearing completion and the desirable ob-

jects bordering them and the two lakes, are where the trees and shrubbery are being planted. The tract as nature fashioned it is a multiplicity of sheltered nooks, glens and coves, nestling in the recesses of a succession of eminences of moderate altitude, around and among which undulating and winding are the drives and pathways now rapidly taking form. Each turn gives a new picture, white softness and privacy, among the most noticeable possibilities of the rugged natural formation, follow close on the footsteps of the stroller or tourist. On the summit of the numerous eminences which are indicated by the lighter shading of the map, the observer scans a wonderfully interesting sky line. To the northwest the Columbia river dividing the Orley hills, rising 1750 feet almost precipitously above its surface from the Klickitat hills on the Washington side which are higher at this point by about 500 feet.

At this colossal opening where the great river makes its entrance into the transcendent gorge through the Cascade mountains there is a curved dip where the Orleys and Klickitats seem to come together. Almost filling the perspective in this dip is the crest of Mt. Adams. Following the timbered foot hills to the west and then to the south Mt. Hood displays two-thirds of its lofty proportions.

A little to the east the upper stretches of Mill creek valley are well in view with its wooded slopes interspersed with orchards and vineyards, and then to the succession of hills undulating southerly from the city with

scenic effects which nature has fashioned in it only needing here and there the intelligent touch of the landscape architect to bring out their vividness, as time goes on will be regarded as one of the innumerable inspiring and charming features of the incomparable Columbia river highway; its beautiful and reposeful

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HIGHWAY ENGINEER GIVES REPORT ON ROADS' CONDITION

The following bulletin, giving complete information as to the condition of main traveled roads in eastern Oregon was compiled Thursday under the direction of J. H. Scott, division highway engineer for this district:

Columbia River Highway.
Hood River to Mosier—About May 23 traffic will have to detour by way of Tucker's bridge. After that detour according to signs, left from bridge to Standard Oil plant, then right across tracks.
Mosier to The Dalles—Road being graveled. Difficult to pass trucks in soft gravel. Road over Seven Mile hill in fair shape. Advise travel over Seven Mile hill.
The Dalles to Deschutes river—New road being graveled. One tunnel and one bridge-end not completed. Travel usual road over hill, which is in fair condition. Bridge over Deschutes river open; no toll.
Deschutes river to Heppner Junction—Road in good condition except 4 1/2 miles not yet rocked east of John Day bridge. This section passable, but sandy and rough.
The Dalles-California Highway.
(To central Oregon.)
The Dalles to Madras—Both routes by way of Dufur and Maupia, or by

way of Wasco, are good to Madras. Most of road dragged or bladed.
Madras to Culver—Loose crushed rock, room to travel at sides on dirt road.
Culver to Terrebonne—Fine condition.
Terrebonne to Bend—New gravel still a little soft, but fair traveling.
Bend to Crescent—In good condition.
McKenzie Highway.
(Sisters to Mitchell and Dayville)
McKenzie Pass not yet clear of snow.
Sisters to Redmond—Good condition.
Redmond to Prineville—Under graveled contract. Some sections of gravel still loose. Alternate or detour dirt road can be used.
Prineville to Forest Boundary—Under grading contract; short detours.
Forest Boundary to Summit—macadamized.
Summit to Mitchell—not yet passable for cars.
Mitchell to Dayville—Fair condition.
John Day River Highway.
Arlington to Condon—Roads recently dragged.
Condon to Fossil—New section in Thirty Mile canyon not yet open for travel, take old road. Balance of road fair.

Fossil to Butte Creek summit—Under macadam contract—good traveling.
Butte Creek to Tilley's (Mouth of Service creek)—Very rough. Mud holes are dried but not filled.
Tilley's to North Fork junction—New highway open and in fair condition through Spray to North Fork Junction.

North Fork Junction to Dayville—New route cannot be traveled on account of bridges still being under construction. Detour from Fossil by way of Twickenham or Tilley's and Donnelly grade to Mitchell and Dayville, or by way of Spray and Monument to Mt. Vernon.
Dayville to John Day—Road dry, parts rough, parts newly dragged.



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31x4.....	24.50	
32x4.....	28.25	46.30
33x4.....	29.75	47.70
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32x4 1/2.....	38.75	52.35
34x4 1/2.....	40.30	54.90
33x5.....		65.20
35x5.....		68.45

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