

Majestic Vistas of Mid-Columbia Seen on Wallula Cutoff Motorlog

Road Built Twice In 20-Year Period

The following is a condensation of a motorlog appearing in the June 12 issue of Northwest magazine, The Sunday Oregonian. It is one of an annual series sponsored jointly by the Oregon State Motor association and The Oregonian.

BY MERVIN SHOEMAKER
 Staff Writer, The Oregonian

Some day the "Wallula cutoff" may be renamed "the McNary Lakeshore drive." It is that kind of a highway, this 27-mile stretch between Umatilla, Or., and Wallula, Wash.

On one side of the smoothly flowing roadway is the broad expanse of water in the lake behind McNary dam. On the other, the wildly convoluted hills give a constantly changing panorama of ruggedly shaped beauty and awe-inspiring vastness.

On windless days the Washington hills of the far shore are inverted in the placid water, the symmetrical reflection of oddly formed rocks and exhilarating vistas giving an illusion of even greater spaciousness.

The road has a geographical location between points of importance to Northwest and even world history.

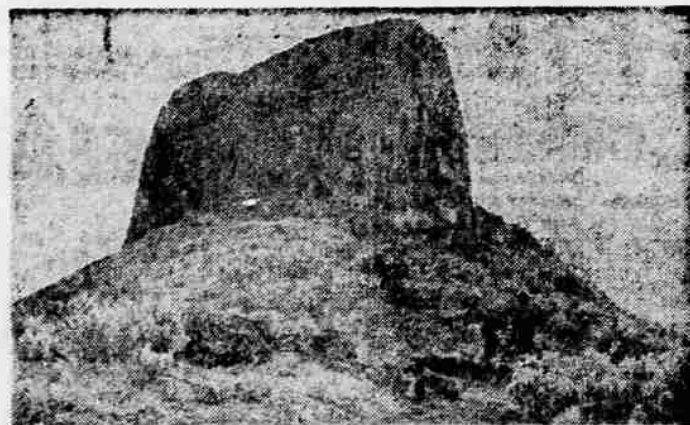
It travels upstream from a point near the recently completed dam, which is making an important addition to Northwest power resources.

From Wallula, where the original cutoff connected with an existing road, it is only a few miles to Richland, Wash., and the nearby Hanford atomic energy installation, which played such an important part in the ending of World War II.

Only 24 years ago, driving the rocky trail along the river between Umatilla and Wallula was considered quite an achievement.

One such trip was made in 1931 by a party which included the late Governor Earl Snell and the Oregon State Motor association's Ray Conway. Snell was then a member of the house of representatives.

The party also included Edward M. Miller, now assistant managing editor of The Oregonian, who did a motorlog story of the trip. It took sev-



Hat rock, prominent landmark a few miles east of McNary dam, overlooks state park with green lawns, picnic tables.

eral hours. Today, 25 minutes would be nothing to brag about. The route had been driven three years earlier—in 1928—by Merrill N. Jenkins, a Union Pacific railroad car inspector now retired and still living in Umatilla. The route he followed was open only at times of low water in the Columbia.

Residents of Umatilla and other points in this area wanted a shorter route to Walla Walla, Pasco and Spokane. At that time it was necessary to go through Pendleton from Umatilla to reach those towns, as shown by the accompanying map.

The state highway commission built the road, in about 1932, but only after Jenkins and five others had strongly urged that they be allowed to build it as a toll road.

Distance Cut 24 Miles
 The previous 80-mile distance from Umatilla to Walla Walla thus was reduced to 56 miles.

There will be few Oregon cases of two fine highways being built along a previously roadless route in less than 20 years. That happened here.

The second building of the highway was occasioned by a mark of Northwest progress—building of McNary dam, which flooded most of the old roadbed.

Completed in 1951, it consisted of a general relocation of the highway, with a raise in grade of 13 to 28 feet in places where the old route was followed.

This stretch of road with particularly interesting modern history is reached by the motorist

taking highway 30 east from Portland—and the new water level route is built for speed and comfort.

A not-to-be-missed feature of McNary dam is a public viewing room where salmon ascending the ladders may be seen through glass as in an aquarium.

A good place for the picnic lunch—Hat Rock state park—is a few miles farther on. This park gets its name from a rock formation that looks startlingly like a huge hat tossed carelessly on a desert knoll and left there for a million years or so.

Just north of the Oregon-Washington line the road enters "Wallula gap," where the hills seem to draw back to let the Columbia through, and then there is Wallula, the town that moved to higher ground shortly before rising water rolled over the old site.

From here the motorist can take his choice of numerous interesting routes.

One of them—which we earmarked for another day—should be through Pasco and Kennewick to Richland, the 250-population village of some 15 years ago which the atomic age has brought to a present population of 27,500.

Now west out of Kennewick to Toppenish (travel faster by taking highway 3A out of Prosser), and back to Oregon on highway 97. Washington has done a good job with this part of "The Dalles-California highway," and it's effortless sailing up to the 3149-foot elevation of Satus pass.

South of Goldendale comes the most striking scenery of the Toppenish-Columbia river part of the trip. And among the best of this is Oregon's own, seen with startling abruptness as the hills spread apart on the approach to the Columbia.

That is the vast carpet of green or golden Sherman county wheat land stretching south, east and west from the high Columbia river bluffs near Rufus.

Come back to Oregon via The Dalles bridge for a better highway and a view of The Dalles dam a-building. The toll is 50 cents a car.



Growing Red Seapower Said Threat to U. S.

Los Angeles—(U.P.)—Adm. Robert B. Carney, chief of naval operations, said here that growth of Communist seapower in the Pacific has reduced the Allied margin of supremacy in that area "to extent."

In a speech prepared for the local Advertising Club, Carney said "we must be alert to the fact that Allied supremacy is again being challenged in the Pacific." He said the fact signals a threat to the free world's Pacific alliances.

Carney said the Russian fleet is growing in numbers of modern cruisers, destroyers, submarines, and airplanes and is "exerting an ever increasing influence in the ocean areas" where it operates.

NO TRANSPORTATION TAX

Washington—(U.P.)—The Internal Revenue Service has ruled that a funeral director who transports a corpse in his own hearse from one city to another as part of routine mortuary services is not engaged in the business of transporting property for hire. Therefore he is not subject to transportation tax.

Pendleton—(U.P.)—Mrs. Ray Eckles, courageous young Pendleton mother and housewife who spent three years in an iron lung while suffering from polio, died Tuesday in a local hospital.

HIGHWAY SYSTEM

Detroit—If all the rural highways and roads and city streets in the U.S. were connected end to end, the total length would be sufficient to circle the globe at the equator 135 times.

Sen. Jackson Urges Rush Jet Production

Olympia, Wash.—(U.P.)—Sen. Henry M. Jackson (D-Wash.) urged Tuesday that development of an intercontinental guided missile and production of jet combat planes be put on a wartime rush basis.

These two proposals highlighted a six-point program Jackson outlined in a speech prepared for a Masons dinner here.

Jackson said "the question of war or peace may depend" on whether this nation or Russia gets the intercontinental missile first. Carrying atomic or hydrogen war heads, it would be able to span oceans at fantastic speeds and destroy cities or other targets.

On The Side

(Distributed by King Features Syndicate, Inc.)

Ask me why I send to you this primrose thus bearded with dew?
 I will whisper to your ears.
 The sweets of love are mixed with tears.

—Herriek.

There are over 20,000,000 women auto drivers in this country. Added to that are an unknown number of millions of women who ride in automobiles but do not drive. Therefore, great consideration must be given to feminine motorists. Have you noticed the difficulty women have in getting out of automobiles. Or, should I say extracting themselves from automobiles? The squirming they have to do, especially in getting out of the driver's seat must be very harmful to their attire, especially their hosiery. Now I suggest men with inventive minds start thinking of some way to make it easier for a woman to get out of an automobile. How about a mechanism which, when a button is pressed, causes a portion of the roof above the seat to rise up? Then a woman rider or driver could stand erect and step easily and gracefully from the car.

Passing By
 Veronique Passani. Chic and charming Parisienne. Mlle. Passani, a journalist, is the young woman who so many of those who should know say will be the next Mrs. Gregory Peck. . . Mike Wardell. Amiable airline organization executive. Is trying to assemble a medley of songs about airplanes for his singing in the bathtub program. All he has been able to find so far is the one titled "Come Josephine In My Flying Machine."

Over There
 To be a divorcee continues a social error insofar as the Ascot race course in England is concerned. But not so much as formerly. Divorcees formerly barred from the Ascot enclosure are

By E. V. Durling

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der, the Scots comedian? A.—Harry MacLennan. . . Q.—Has any woman as large as Esther Williams, the film actress, ever won a Miss America or Mrs. America contest? A.—Believe Colleen Kay Hutchins, who won the Miss America contest a few years ago, weighed around 140 and was 5 feet 10. However, Miss Hutchins was beautifully proportioned. She had a very small waist.

Says She
 "So the women marines consider themselves the best dressed women in the United States armed forces," writes a member of the WAVES. "How terribly amusing. However, I will say the women marines have had their appearance bettered by an apparent improvement in the girdles furnished them. That hippy look of theirs has been slightly decreased."

GAS CONSUMPTION

Dallas—American motorists in one year consume enough gasoline to fill a 29½ inch pipeline which would stretch from a point on the earth almost to the moon.

now admitted. However, they are still barred from the section known as "The Queen's Lawn."

Sidelights
 Most women who are excessively plump are that way because they are neurotic, frustrated and emotionally immature. Or, so claims Dr. Leonid Kotkin in his monumental work titled "Eat, Think and Be Slender" . . . Reported being groomed to oppose Hugh Blue in the next election for president of the My Name Is a Poem Club is Lynne Wynne Flynn of Boston, Mass. She is being sponsored by Truly Dooley of Providence, R. I.

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