

OVER THE CENTRAL OREGON HIGHWAY

The Central Oregon Highway follows the east slope of the Cascade Range. It guides you over plateaus that exceed four thousand feet elevation. Here you will find herds grazing on ranches about as big as eastern counties. There will be scented sage, jackrabbits that eat up space with their wild leaping, and branded horses that seem as wild as the country they dwell in. If you camp at night, by the side of a stream, the staccato barkings of the swift-footed coyote may be your bedtime lullaby.

You will be told how to traverse the Central Oregon Highway from Portland, the center of auto tours. If, perchance, you are coming into Oregon out of California, read up instead of down.

You may traverse the Columbia River Highway east from Portland reaching it by either Base Line Road or Sandy Boulevard on the east side of the city and by Columbia River Highway to The Dalles or to the new road which leads south from Spanish Hollow. The road from Spanish Hollow to Wasco, recently built, is on a five per cent grade, and the road from The Dalles requires more climbing; both are equally picturesque.

While in the vicinity of The Dalles you should notice the attractive city, the center of an important fruit and grain growing district. A short distance above The Dalles is the Celilo Canal, government built at a cost of nearly five million dollars. The Celilo Canal is one of the great engineering achievements of the West. It is nearly nine miles long and circumvents Five-Mile and Ten-Mile Rapids and Celilo or Tumwater Falls. It removes the last barrier to uninterrupted navigation on the Columbia into the sea, five hundred miles into the inland empire of Idaho, Washington and Oregon. The setting for the canal is peculiarly impressive. The river roars through narrow cuts in rock reefs and below the rapids and falls to be seen the Indians in romantic postures spearing salmon even as their progenitors who never knew or feared white men did. If you leave from The Dalles you may run direct to Celilo at the head of the canal, then take the road to Wasco.

From Wasco you may follow the canyon of the Deschutes by way of Madras, Redmond, Bend and La Pine and so on to Klamath Falls where the great plateau lake is situated.

Or, having reached Prineville, you may go west to Redmond and then south to Bend, or directly southwest to Bend and thence south.

The best wish for you is that you may see all of this country. The canyon of the Deschutes is likened to that of the Grand Canyon in depth and coloring, and has the greatest power development possibilities in this country; its flow, fed by mountain lakes, varying only a few inches during the entire year, and the trout fishing—well, just try it, and you will ever after remember the glory that is Oregon's.

Prineville is on Crooked River, and Crooked River cut for itself a gash 320 feet deep in finding an outlet to the Deschutes.

Redmond invites you to see the demonstration farm where possibilities of dry land and irrigated farming are shown. A side trip from Redmond is through Madras to the top of Agency Plains where a view unparalleled may be had of the gorge of the Deschutes.

Bend is further up the Deschutes. Once it was called "Farewell Bend." At the turn in the river expeditions going east bade farewell to water and turned to the memorable sagebrush trail. Bend is on the border of the pine forests. Between Redmond and Bend are given the best view of the Cascades' snow peak colony in Oregon—Mt. Jefferson, Three Sisters, Broken Top, Three Fingers Jack. Also pay attention to the massive, weird bulk of Black Butte, which a lively imagination will at once people with all kinds of strange spirits.

You should be reminded, too, that

once in Central Oregon you may turn in almost any direction you wish East of Deschutes the plains reach out almost interminably. With a compass you may go across country little heading roads.

From Redmond via Prineville the road to Burns, far from railroads, invites and this road leads you over Buck Mountain and down by Silver Creek. And another road to Burns is from Bend by way of Hampton valley with scarcely any grades at all.

From Bend you may also go west to the state built Tumalo irrigation project and to the town of Sisters, and there is also a road, known as the McKenzie Pass, by which route one may go, in the later summer, clear over the Cascades and down the McKenzie River to Eugene.

When you have gotten as far south as Klamath Falls, if you have taken the road to the right from Prineville and Bend, there is another way by which you may pass over the Cascades to Medford and Grants Pass, visiting Marford and Crater Lake and Crater Lake National Park on the way.

If you follow the road from Prineville to Lakeview, the route leads to Alturas and then to Redding.

One may spend many pleasant hours in the vicinity of Klamath Falls and Klamath Lake. On the west shore of the lake is Harriman Lodge, the summer home of the late E. H. Harriman, and now used as a summer hotel. The trout fishing is exceedingly good and broad-billed pelicans, as well as thousands of other interesting water fowl are found in their native habitat.

For Klamath is the usual starting point for Crater Lake trips.

Fort Rock is given its name because of the proximity of a huge, fort shaped rock that rises out of the plateau steep and formidable.

Silver Lake is one of the oldest settlements in the south central Oregon district, and Summer Lake was made famous by Colonel John C. Fremont in his exploring trip of 1843.

Paisley is surrounded by rim rock and sage-brush plains.

Near Lakeview are great stock ranches and extensive irrigation projects.

THE ROAD HOG

I wonder what the road hog thinks, as he goes on his way, detested by all monied ginks, and cursed by night and day. He surely hates the human race, as down the road he swings and in his heart there is no place for kindly, friendly things. We have our little pewter carts, and we would sling and smile, if road hogs didn't break our hearts each quarter of a mile. The road hog loafs along, alas! and when we honk our horn, beseeching room enough to pass, he grins with maudlin scorn. Around the risky curves he flies, and thinks he's in the swim; the rules that govern decent guys have little weight with him. Some day the fool will break his neck, but ere that day arrives, a dozen autos he may wreck, or spoil a dozen lives. And as I watch him drive his barge, and weave and spurt and turn, I wonder why he is so large, when there are jails to burn. I wonder why a man is fined ten dollars or ten days, for shooting road hogs and their kind, along the public ways.—Island Motorist.

CANADIANS USE AUTOS

A total of 426,000 automobiles in Canada covered a road mileage in 1920 which exceeded 1,680,000,000 and registered a passenger mileage of not less than 6,820,000,000. The steam and electric railroads of the dominion combined carried but 629,121,000, according to S. L. Squire of the Canadian Good Roads association, as quoted in Canadian Motorist. The number of passengers carried is 252,000,000 annually.

The color of goldfish is modified by changing the amount of mineral substances in the water.

An Amphibious Airplane



Did you ever wonder what would happen to an airplane if it were forced to land in the water? Air pilots have wondered about that, too. A San Francisco man has invented a device by which the pilot by moving a lever inflates bags under the wings and casts off the landing wheels. This converts the land plane to a scaplane.

WANT OLDEST AUTOMOBILE

Who owns, and where is the oldest automobile of Standard American make still in running condition?

That's what the management of the national automobile show in Grand Central Palace, New York, January 7 to 14, and the Coliseum, Chicago, January 28 to February 4, wants to know, and it would like to hear from persons who believe they are entitled to the honor of such ownership.

The purpose of the show management is to give the public a chance to compare the cars and equipment furnished in the earlier days with the wonderful devices and appliances that are standard now; in other words, to show the value the purchaser is getting now as contrasted with pioneer days. Most of the cars at the first automobile show in 1909, and for several years afterward, were known as "one-lungers," because they were driven by a single-cylinder gasoline engine. Two passengers was usually the limit carried. The equipment was, practically nil.

Some idea of the vast strides that have been made in automobile construction may be gathered from a glance at the advertisement of the White Pelican Garage on the back page. There is shown the modern Chevrolet and down in the left-hand corner of the picture is to be seen one of the earlier models of automobiles, which bears a striking resemblance to the old-fashioned two-seated surrey of still earlier days.

L'ENVOI

When men have ceased to travel
And every one stays home
Should the social skein unravel
Back beyond the days of Rome;
Should our sympathies, desires,
Be confined to what we've got,
And our interest merely fires
"Round a single house and lot;
Should the busy marts of trading
Never call to fields afar,
Ne'er by rail or wing be aided
O'er the geographic bar;
Should we never sigh in summer
For a cooling northern breeze,
Should we never seek to slumber
Underneath the stars and trees;
Should the travel lust that ever
From creation's rising sun
Drove our fathers, stopping never,
Till the newest lands were won;
Should that heritage of wander
Be forgotten in a trice,
Could we sit content and ponder
With content become a vice—
When the clock no longer beckons,
When we cease to value time,
When we heed not fleeting seconds
In the universal climb;
When the road no longer calls us,
When we still the world-old trend,
When we care not what befalls us—
Then the "Auto Boom" will end.
—Ohio Motorist.

Meaning of Piston Slap

The term of piston slap is applied to a knock occurring at the cylinder head and piston head when the piston is beginning, or about to begin, power stroke. The knock occurs during an explosion in the cylinder and is attributed to carbon accumulation in combustion chambers or ignition. This knock is sometimes termed "spark knock" as it is more readily heard at advanced spark.

Get results by using class ads.

ROAD BUILDERS OF OREGON

In days of old, when the pioneers of the Oregon country decided to undertake a journey of ten or twenty or thirty miles to Portland or Oregon City to lay in supplies for the winter and to glean the latest news from the "settlement," the trip was undertaken only after due deliberation and careful thought. For strong horses were needed to pull the wagons over and through the roads which permeated the wilderness. Strong wagons were needed to ford the streams and the mud. Yes, and strong men were needed—men, who, when occasion demanded, could literally put their shoulders to the wheel and assist the perspiring horses to move the wagon through the virgin soil that formed the roadway.

Those days have passed with the passing of the pioneers. Both are reversed memories. Oregon, today, has a highway system which already places the state among the front rank, and when completed, will be second to none. Residents of the rural districts today think of a thirty-mile trip to the nearest city in terms of an hour and a half's drive over a hard-surfaced road that rivals the boulevards of their city neighbors. The springless wagon and the bottomless road have bowed to the advent of the highway and the automobile.

The writing of the highway history of the state should include not only the actual builders of the roads, but the names of the public-spirited men who preached the gospel of the highway construction through long years of unbelief and inertia. Tribute should be paid to those who were "as voices crying in the wilderness," who roused the indifferent public to the necessity of roads as channels of commerce and tourist travel, and who followed up this work by taking a leading part in the legislative battles necessary to initiate the broad development program of today. An outstanding example of this type of man is Charles Hall of Marshfield, and for a short time of Klamath. Senator Hall is best known through the part he took in securing the passage of the Roosevelt Highway Bill in the last session of the legislature, but his name is connected with the entire highway program since its initiation several years ago.

Mr. Hall's career in civic affairs during the past few years has been such that he has been able to lead entire communities in their battle for better roads. He was president of the Hood River Commercial Club at the time when the Columbia River Highway was being projected by Simon Benson and others and was the moving spirit in the enthusiasm which culminated in the organization guaranteeing the construction of the highway through Hood River County.

Later, when business interests took him to Coos county, he was elected president of the Marshfield Chamber of Commerce, and immediately thereafter the coast counties began to clamor with one voice for a coast highway which would serve not only as a military road, but would open up the vast resources of the coast counties to commerce and tourist travel. Hall was elected to the State Senate by unanimous vote, and largely through his efforts the Roosevelt Highway was provided for and will soon become a reality.

As president of the Oregon State Chamber of Commerce, Mr. Hall's leadership extends to all districts of the state through the affiliated com-

mercial clubs, and he is looking forward to greater fields in road development. The proposed Skyline Trail, which will traverse the crest of the Cascades from Mt. Hood to Crater Lake, had its inception in the State Chamber. Mr. Hall is planning now on a system of highways and railroads which will link southern and southeastern Oregon with the Willamette Valley and beyond to tide-water, diverting through Oregon the commerce which originates in the Klamath country, and opening up the vast semi-wilderness of Lake, Harney and Malheur Counties.

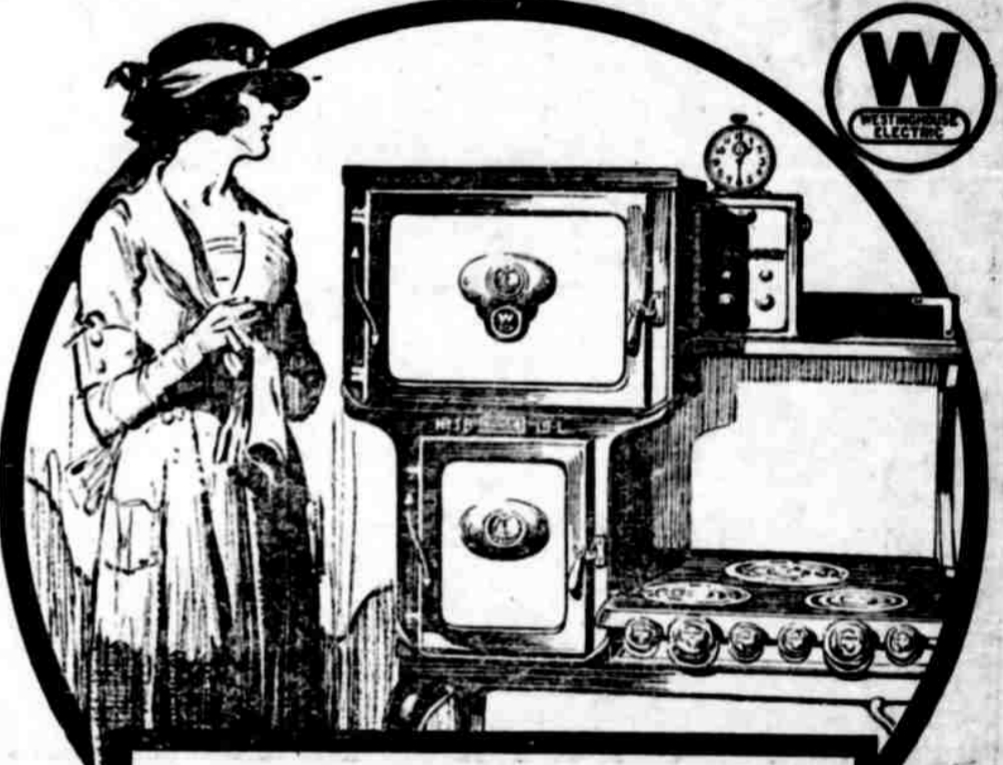
These plans may be classed as visionary, but so was the Columbia River Highway and the Skyline Trail. Yesterday the Columbia River Highway was completed and tourists are telling its marvels to the world; today the Skyline Trail is being blazed. Tomorrow—who knows? With men like Charles Hall "behind the guns" the road building program should be limited only by the unexplored scenic attractions and undeveloped resources which the state has to offer.—Oregon Motorist.

Motor vehicle service for the transportation of United States mails is now established in 163 cities. There are 839 rural routes using cars or trucks.

The Bare Truth of the Matter



Chicago claimed to have the finest array of "perfect bodies" in the world. "What?" exclaimed Gothamites. "we'll show 'em!" And so girls with beautiful backs are being measured and photographed at the Colosseum Theater, New York, to gain evidence disputing the claim of the Windy City.



Don't be a Slave to a Stove

When a woman finds that she can do cooking better than she ever did it before, do it with the utmost economy of fuel and food, and at the same time free herself from the necessity of forever standing guard over a hot stove, she is likely to do something about it.

Westinghouse

Automatic Electric Ranges are getting all these desirable results for thousands of women.

They are the only ranges that have really reliable automatic control, and this control is one of the things that makes them so economical to use. Nor is their price as high as careless talk may have led you to think.

Link River Electric Company

KLAMATH FALLS

FOBES SUPPLY COMPANY

Wholesale Distributors
PORTLAND, ORE.

Berlin Plays on the Ice



Many new ideas in ice yacht racing were evolved at the opening of the season at Potsdam, Germany. The above is a race staged by the Potsdam Yacht Club. The skating yacht is one of the most popular of sports in Germany.

