

COLUMBIA HIGHWAY
NOW IN FINE SHAPE

Route Logical One for Auto
Tourists From East.

FEW DETOURS NECESSARY

Eastern Half of Road to Pendleton
Is Wonderful Section of
Gravel Highway.

BY H. W. LYMAN.
Just as the Interstate commerce
commission, through its recent
decision on the Columbia river gorge
case, has recognized the Columbia river gorge
as the natural gateway from the Inland
Empire to the Pacific coast, so are
motor associations and automobile
tourists generally coming to recognize
in the Columbia river gorge
highway, which runs from Pendleton
through Portland to the sea, the natural
gateway for motorists from eastern
and inland Empire points to the
western coast.

Times was when there were three
routes from inland Empire points to
the coast, all battling for supremacy,
the route over the Snoqualmie pass,
the North Bank route to Vancouver,
Wash., and the route along the south
bank of the Columbia to Portland.
But that was in the old days of
horse-drawn vehicles. Since then
construction work on the Columbia
River highway from Pendleton to
Portland has so surpassed work on
either of the other routes that the
Columbia highway has become recognized
as the primary artery through the
Cascade barrier.

Comfort, convenience, beauty of
scenery, economy and even time now
all dictate that the motorist from the
east and the inland Empire, in making
the trip to the coast, should always
take the Columbia River highway. From
Portland it is but a short jump over
excellent roads to the Puget sound
country for those who desire to go to
Seattle and neighboring cities. Portland
is likewise the logical starting
point for the trip down the coast to
San Francisco and Los Angeles, and
the Pacific highway, now in excellent
condition, is beckoning to the auto
tourist.

Columbia Is All-Year Route.
But it is not alone in road con-
struction that the Columbia river
highway has surpassed all other
routes across the Cascades. Nature
has provided this route with what
is the logical route for motor travel.
For there is no great mountain bar-
rier to climb and winter snows do not
block the road for six months out
of every year, as in the case with
the Snoqualmie pass. The new Colum-
bia River highway follows the
river gorge, maintaining a grade that
is almost railroad-like in its ease,
and will be in the future a distinctly
all-year route. With construction
work, which is now in progress, com-
pleted by next fall the highway will
be paved or gravelled throughout its
entire length and will be open
throughout the entire winter.

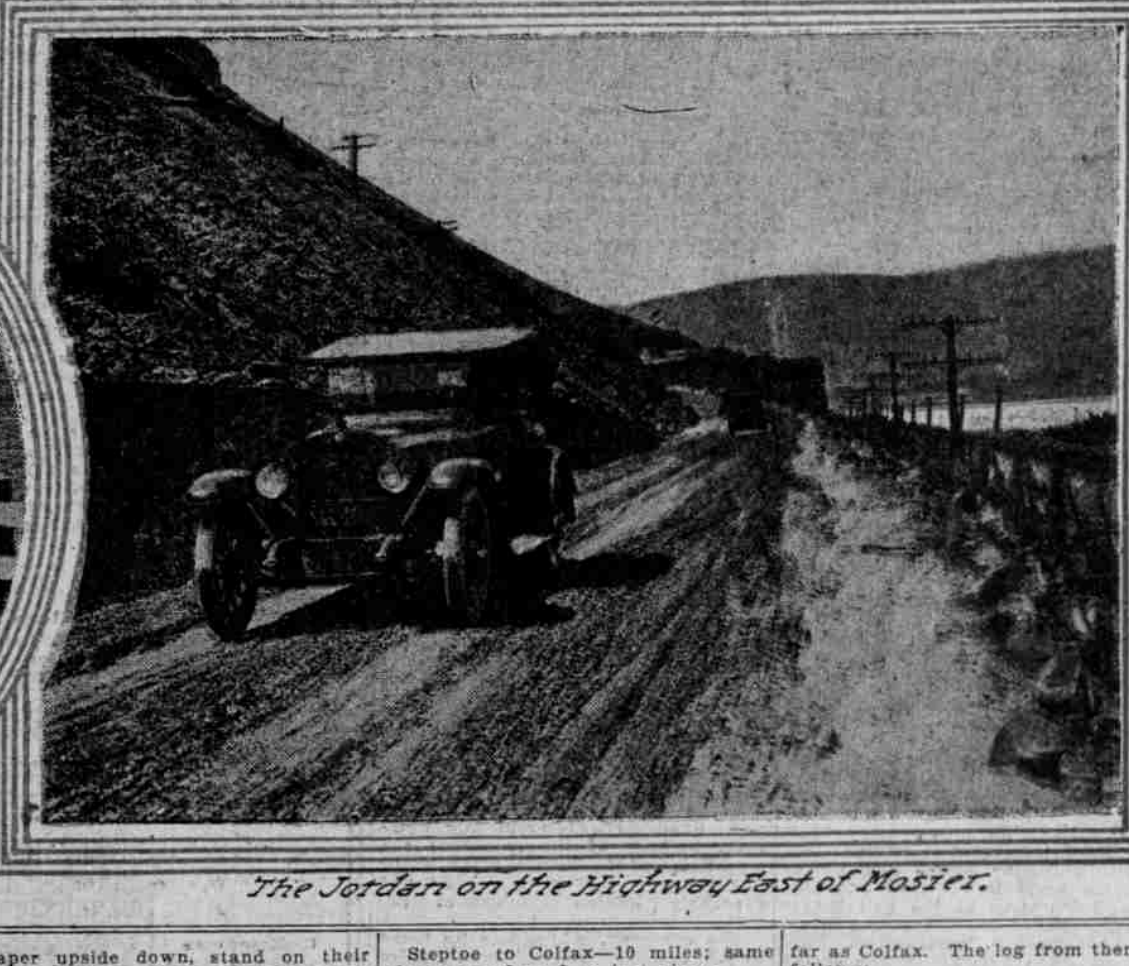
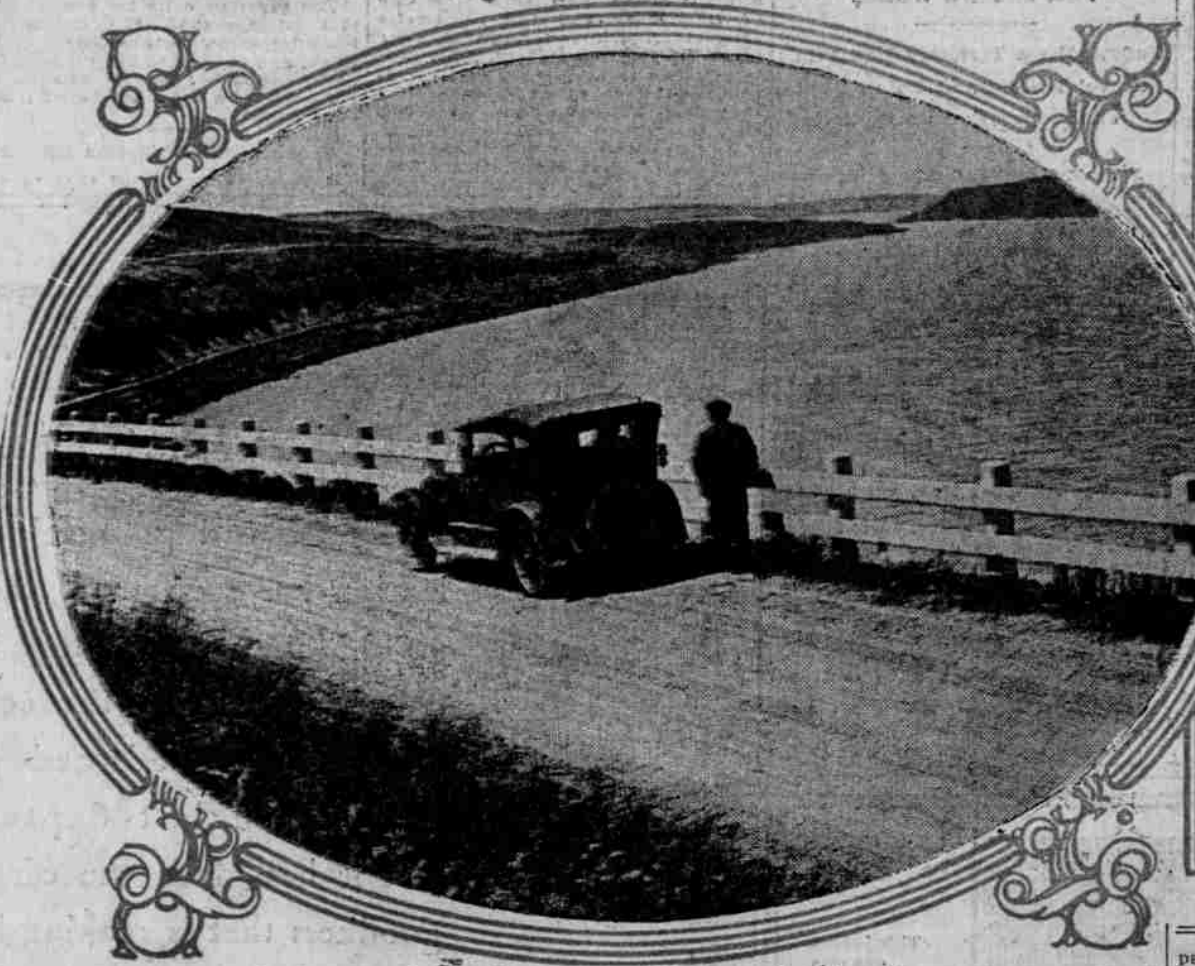
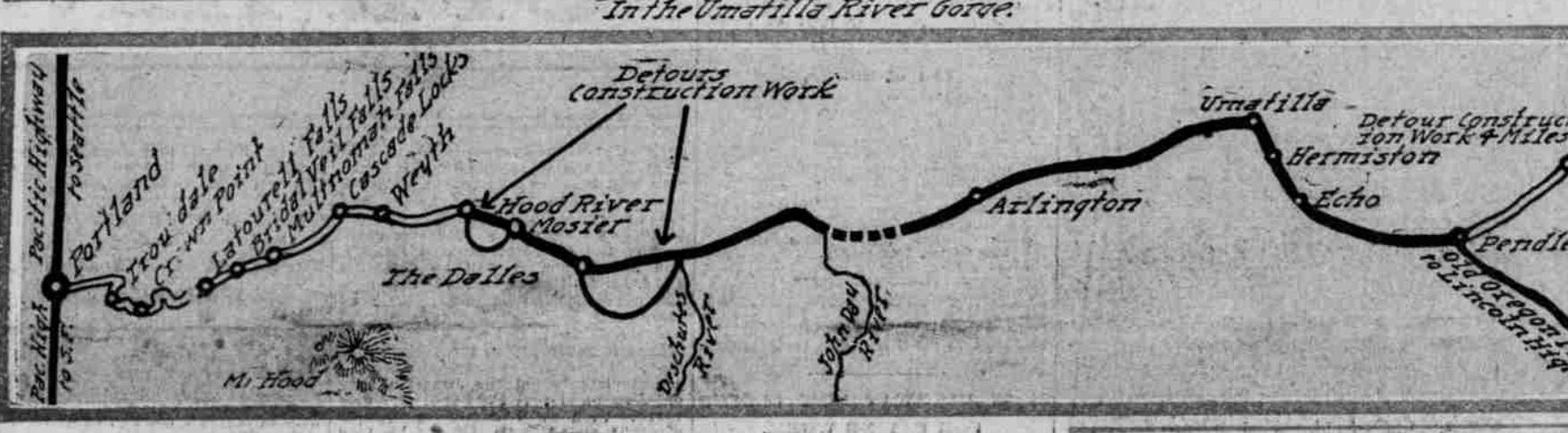
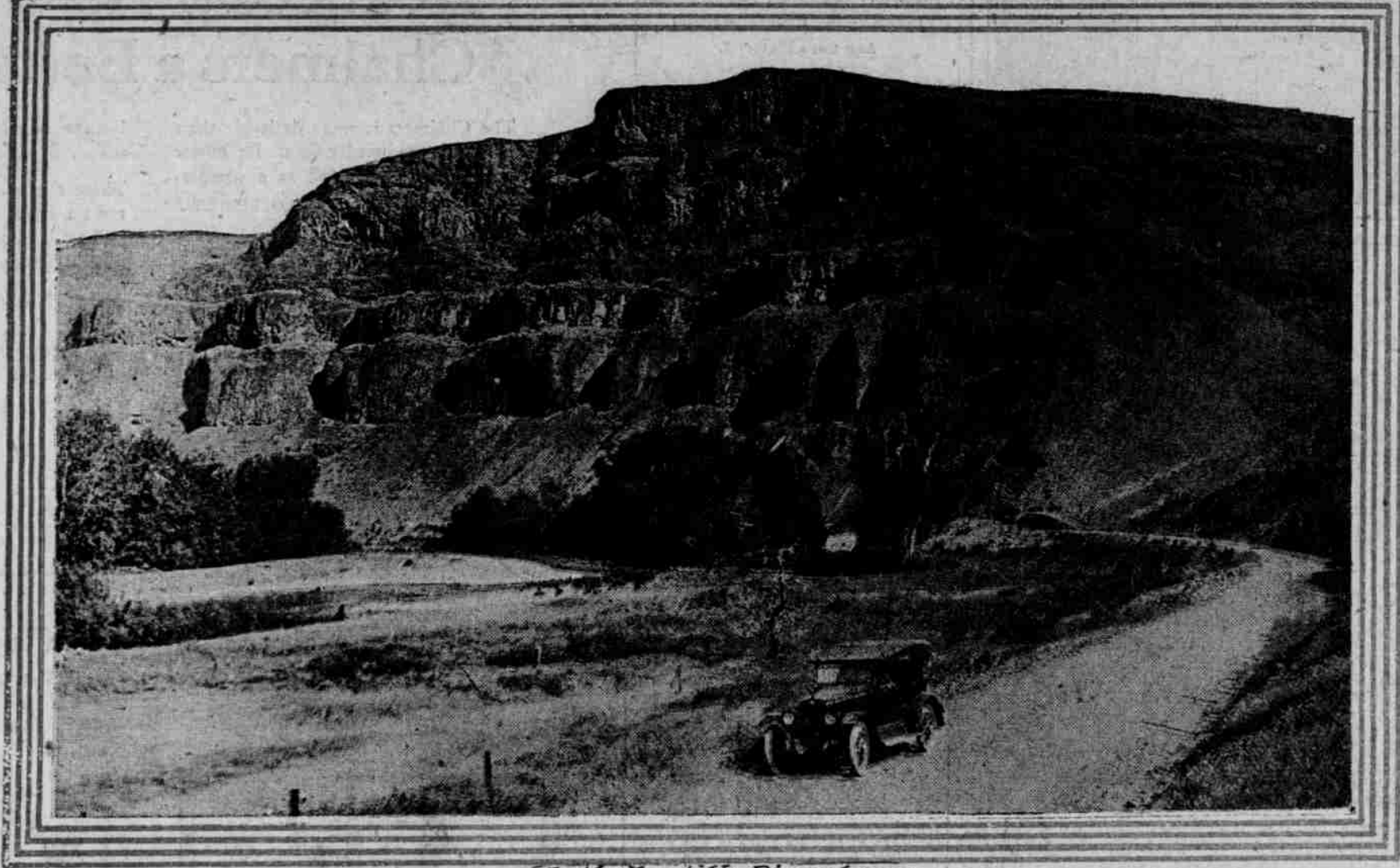
Motor tourists are coming west-
ward in increasing thousands. The
northern routes, such as the Yellow-
stone trail, is the most heavily trav-
eled during the summer months. This
trail brings the motorist to Spokane,
and here he is called upon to decide
what route to take to the Pacific
coast. If he makes a careful study
of the situation, his reason will dic-
tate the logical all-year route, pro-
vided by the Columbia River highway,
and he will tilt his rudder to port and
set sail over the inland Empire high-
way to Walla Walla and Pendleton,
joining the Columbia highway at the
lower point.

Trip in Jordan Car.
To ascertain the exact condition
of the Columbia river highway from
Portland to Pendleton and also of the
inland Empire highway from Spokane
to Pendleton, the writer has been
thousands of motorists who will
travel this route during the next
three months the firm of Mitchell,
Lewis & Stayer, distributors of the
Jordan, Mitchell and Briscoe auto-
mobiles throughout the northwest,
arranged for runs between these three
points last week. The firm has head-
quarters in Portland and also a
branch in Spokane, and it was ar-
ranged for Ray Albee, advertising
manager of the company, to take the
run from Portland to Pendleton, ac-
companied by the writer, while J. L.
Brown, manager of the Spokane
branch, made the run from Spokane
to Pendleton. The two cars met at
the eastern Oregon metropolis and,
by swapping observations, the condi-
tion of the road from Spokane to
Portland was soon known. For both
trips comfortable Jordan touring cars
were used.

Portlanders who are planning the
trip eastward at this time may set
out without fear and trembling and
have very good reason to be sur-
prised by finding the road in better
shape than they had ever imagined,
particularly if they had gone over
the road a year ago. Wonderful im-
provement has been made since last
summer, particularly on the eastern
half, and the places where the speed
limit cannot be reached and main-
tained throughout the entire trip can
almost be counted on the fingers of
one hand. The following is the way
we found it in the Jordan car, in
which we sailed from Portland to
Pendleton in one day.

Construction Work in Progress.
Portland to Hood River is paved,
as all Oregonians know. From Hood
River to The Dalles construction work
is in progress and the motorist is
advised to make arrangements for
using the new grade by hitting this
section before the road is closed.
Just east of Hood River, and between
A. M. and S. P. M. this road is
closed and the motorist is forced to
take the old Mosier hill road, which
is in poor shape and even dangerous
in places. Between Mosier and The
Dalles construction work will start
about June 25, but until then motor-
ists can use the new road. After that
time the road will be closed during
working hours. The new road is
such an immense improvement over
the old road connecting Hood River
and Mosier, and later The Dalles, that
we again say, hit the road before or
after working hours. An excellent
make the trip from Portland to
Pendleton to start in the early after-
noon so as to arrive at Hood River
shortly after 5 o'clock. The new road
could then be negotiated after work-
ing hours and the motorist could ar-
rive at The Dalles in the early even-

The Columbia-Gateway to the Pacific Coast



In a short time this entire stretch
will be an easy-going, as that from
north Deschutes to the John Day. When
you roll off the last of the rough
road about 10 miles east of the John
Day and again hit the new gravel
you can count your troubles as over
for ahead of you for a distance of 100
miles to Pendleton lies a new gravel
road—a level, smooth road, well-
high as easy to travel as a paved city
street. It is only a matter of math-
ematics how long it will take you to
reach Pendleton. Run your car at
any speed desired up to the legal
limit and figure it out for yourself.

Spokane to Walla Walla via Central
Ferry.
Spokane to Walla Walla, approxi-
mately 180 miles, is an automobile
journey which is at its best at the
present time, although the roads are
seemingly out of the question, barring
a brief period during the grain-hauling
season in the fall. Two easy routes
offer themselves to the motorist, all
covered easily in the time between
breakfast and dinner. The roads wind
through prosperous regions and af-
ford a variety of rural vistas—farms,
orchards, dairies, vegetable gardens—
the machine making its way to a
lower altitude by easy grades, at all
times being within easy distance of
garages, gasoline stations and com-
fortable hotels.

CHARTING OF ROADS NATION-WIDE TASK

Automobile Club Launches
Gigantic Enterprise.

HIGHWAYS TO BE MAPPED

Thirty-Eight States and Practically
Every City Are Included in
Transcontinental Survey.

LOS ANGELES, June 11.—For the
purpose of mapping between 25,000
and 30,000 miles of road, covering 33
states and passing through practically
every city in the United States, the
Automobile club of southern Califor-
nia last week inaugurated the great-
est "charting" tour ever undertaken.

Leaving Los Angeles, a crew of two
men will pass through tier after tier
of southern states, working gradually
up the Atlantic seaboard through the
New England states and returning
here by way of the Canadian border,
including some trips into Canada.

It will be an international road-
marking trip, the first of its kind
ever undertaken by any automobile
club in the world.

More than five months will be given
over to the dry land "circles" of the
Auto club's charting car, and after
the notes sent in have been checked
over, strip maps, such as those for
which the club is famous, will be
made in Los Angeles for the use of
motorists all over the world.

Experts to Do Work.
Never before has any automobile
organization found itself large enough
or powerful enough to be able to
send two experts on a trip of such
monumental importance, and this tour
comes as the climax to another simi-
lar though smaller tour inaugurated
by the southern California club last
year, through the southern and mid-
dle west states only.

In the future, when Mr. Motorist
wishes to leave the southern part of
the state for some point in New Eng-
land or in Florida, he will be able
to follow his route to its destination
by means of "strip" maps, which
will give the climaxes to another simi-
lar though smaller tour inaugurated
by the southern California club last
year, through the southern and mid-
dle west states only.

No special transcontinental routes
are being mapped, but the club is
mapping the main routes to be fol-
lowed, however, will take them
through Arizona, New Mexico, Texas,
Oklahoma, Louisiana, Mississippi, Ar-
kansas, Alabama, Tennessee, Missouri,
Georgia, Florida and the Carolinas.

The Lincoln highway has also been
thoroughly covered by the Auto club
as far east as New York city (the
club isn't any more) and so the entire
of Lewis and Rhodes on the return
journey will be devoted to the New
England states, including Massachusetts,
Rhode Island, Connecticut and Ver-
mont. Here data for special strip
maps of scenic tours through the
Catskills will be secured while the
crew is in that section.

Fort Kent, in Maine, will be the
point farthest north visited in New
England, this being on the Canadian
border. The border will again be
touched at famous Route 6 Point.

Beginning the return journey to
California, the crew will pass through
the great lakes region, touching at
all important lake ports.

The first plunge into Canada will
be made at Pembina, in North Dako-
ta. From here the club men will
tour as far north as Winnipeg, secur-
ing data for maps covering a strip
any motorist may care to make from
the United States to that city.

However, from Shelby, in Montana,
the road divides into Canada, will be
made, as the club car will pass as far
as Banff and Lake Louise for road
material, returning to the United
States by way of Bonanza Ferry in
Idaho and thence through the Coeur
d'Alene region.

Single Line of Travel.
A single line of travel will be
followed throughout the states of Wash-
ington from Spokane by way of Col-
fax to Walla Walla and so into Ore-
gon via Pendleton, where the route
ups comes from the east. The Colum-
bia highway, returning to the Cali-
fornia line through Salem, Eugene
and Hood River.

At the end of June it is hoped
that work will have progressed as
far as Atlanta, including Houston,
New Orleans, Memphis, Dayton, Bir-
mingham and other cities between At-
lanta and the Gulf. In July the club
car will move on through the south-
eastern states including Baltimore,
Philadelphia, Atlantic City, Boston
and New York.

Work to Include East.
During August the charting work
will be continued through Hartford,
Albany, Rochester, Cleveland, Detroit,
Grand Rapids, Milwaukee, Omaha,
Winnipeg, Butte and Helena. Month
in September the Lake Louise coun-
try will be mapped, and the states of
Washington and Oregon.

The maps when they are com-
pleted, will be available for the gen-
eral motoring public in better to
facilitate motoring, although they
were prepared primarily for members
of the Automobile club of Southern
California. What final distribution
they will be made is to be deter-
mined by club directors.

The word "limousine" is named
after the head covering in the form
of a coil or hood, with a cape at-
tached, worn by women around the
city of Limoges, France, the capital
of the old province of Limousin.

(Continued on Page 8, Column 4)