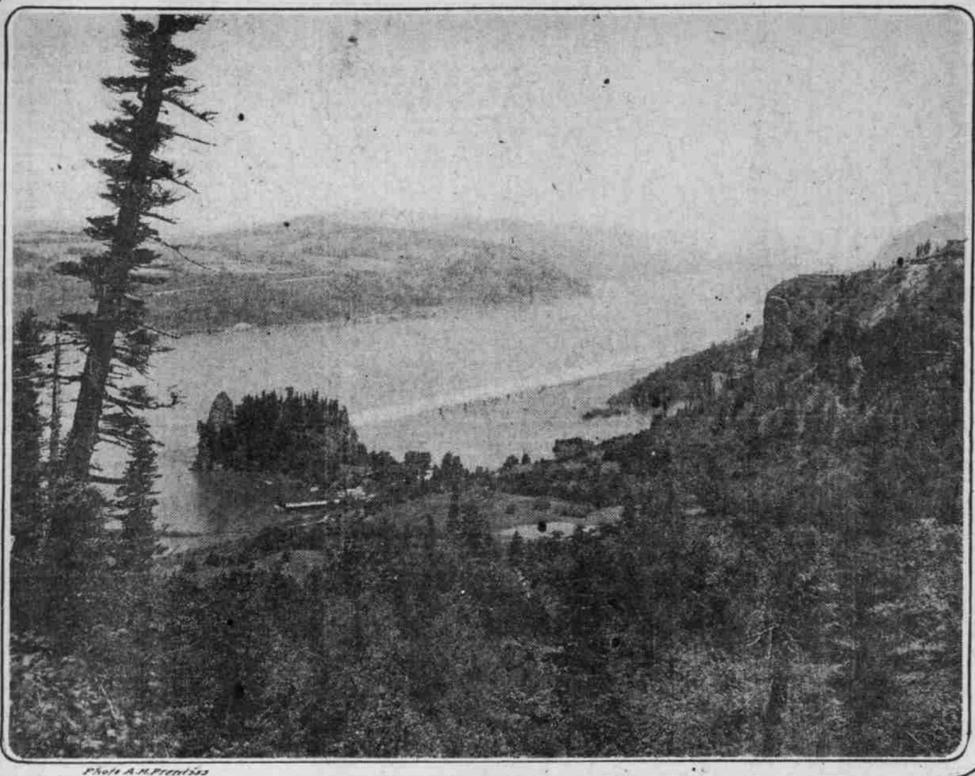


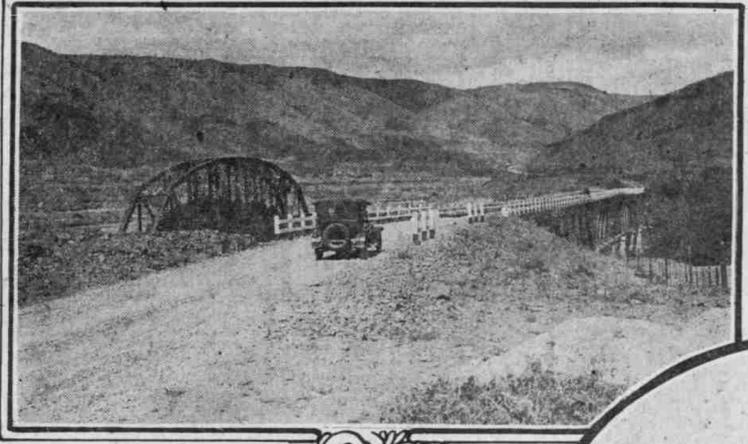
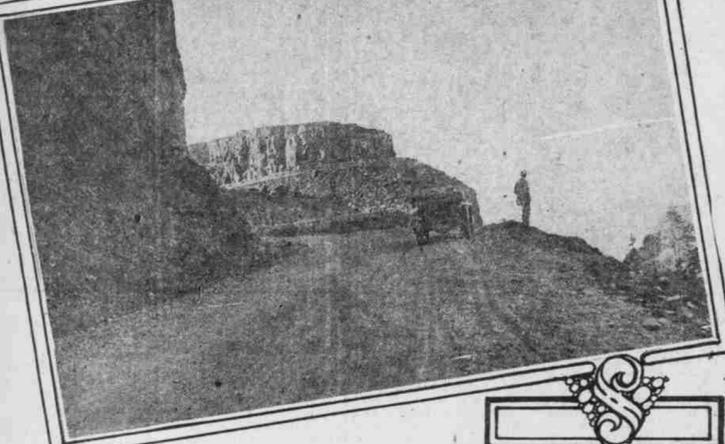
COLUMBIA RIVER HIGHWAY BECOMES TRANSCONTINENTAL ROUTE

World Famous Scenic Drive Far More Than Builders Contemplated—Thousands of Tourists Annually Pour Into Oregon Over Wonder Road, Grades Being Easy and Conditions Almost Ideal.



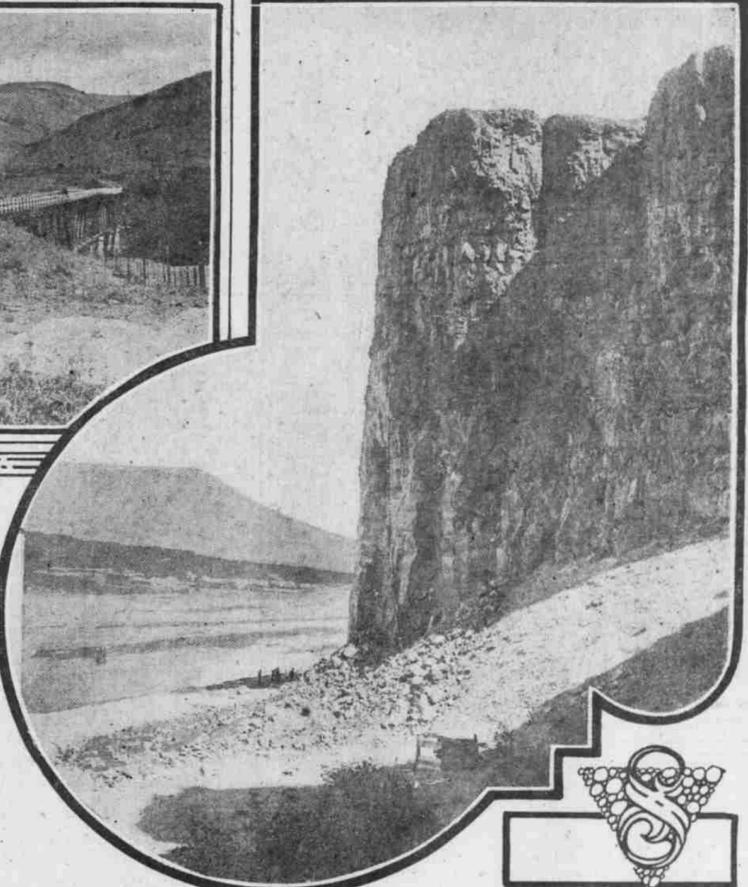
Crown Point and the Columbia River Gorge.

Difficult Engineering Between Hood River and Mosier.



At the Rowena Loops.

Bridge Across John Day River.



Cape Horn, Rugged Highway Barrier Near Celilo.

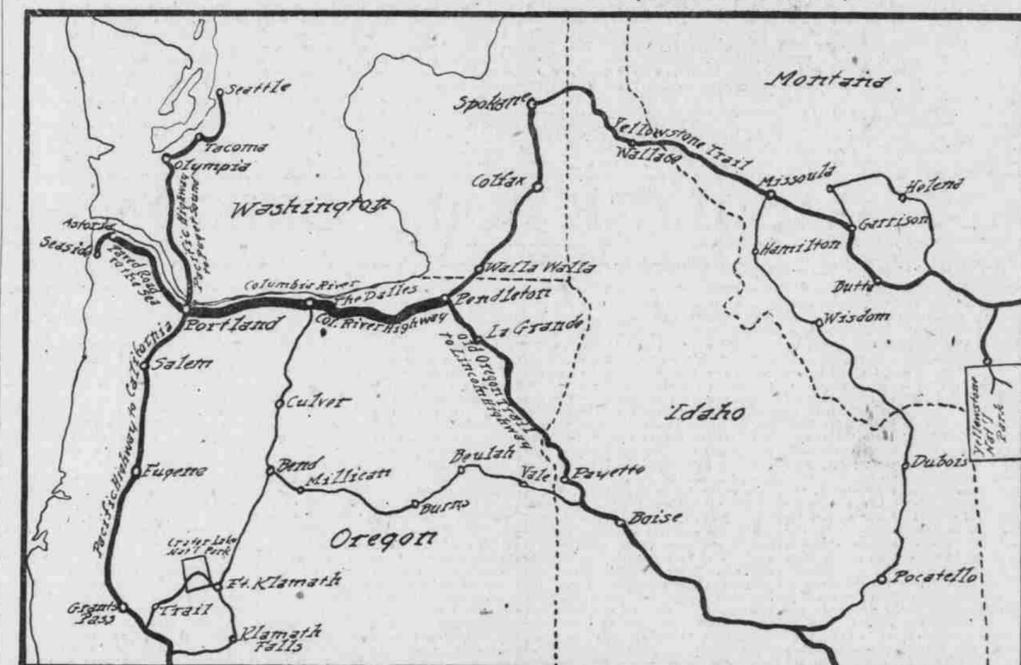
By H. W. Lyman, Automobile Editor of The Oregonian.

WHEN the builders of the Columbia river highway drove the first stakes for location of the new famous drive, over half a dozen years ago, they thought of the new road, no doubt, as an unusual scenic tribute to Portland—something to be shown off by proud Portlanders to visitors from all over the country, much as a splendid building or a beautiful park. Few there were who could look ahead to the time when it would not only be a great attraction to show the visitor, but a great commercial artery, a link of two transcontinental highways, over which the motor tourists from the east would pour in increasing numbers.

But such has the Columbia river highway become. As each year has passed motor tourists in additional hundreds have come westward from New York, from Illinois, from Kentucky, Texas and from every eastern, middle western and southern state, over the Rocky mountains to the Pacific coast, entering the Pacific northwest country over this logical artery. When the average motorist plans his tour, he is vacationist seeking the great scenic wonders of the far west or home seeker immigrating to the land of opportunity, he studiously consults his maps, writes to his friends and acquaintances for information and visits the local automobile clubs and road information bureaus. The atlas and the old geography at home are thumbed as he traces possible courses for his journey across the states.

In all his investigations he has in mind finding the route where road conditions are the best, where climatic conditions will be the most favorable and where the scenery will be of the finest. Taking these factors into consideration the motor tourist from the east, whose destination is a point on the north Pacific coast, no matter over what route he crosses the Rocky mountains, will inevitably close his journey to the far west over the magnificent Columbia river highway, come to Portland and from here motor to his destination. The Columbia river highway, leading from Pendleton into Portland, the only all-year highway across the states of Oregon and Washington, is fast making Portland the great clearing house of automobile tourist travel for the north Pacific coast. The importance of the highway as the most scenic road in the world is added to by the importance of the highway as the great east-and-west automobile artery of the north Pacific coast.

The past year was one of great development for the Columbia river highway and saw the completion of a vast amount of grading and paving work on this route. With the work of the past year the programme of



FACTS RELATIVE TO COLUMBIA RIVER HIGHWAY.
The Columbia river highway is famed the world over for its beautiful scenery of varying kinds, stretching from the eastern borders of the state to Portland, the metropolis.
It has, in addition, developed into a great transcontinental route leading directly from the eastern and middle western sections of the United States.
It has the great advantage of following the water-haul grades of the railway systems, which have recently proved the wonderful benefits of this means of transportation, and thousands of tourists annually travel over its smooth surface entering or leaving the state on their travels.

eight-tenths miles still to be paved, has at last taken on its permanent expression. Before spring has given way to summer of this year this last portion will have been paved and the Columbia river highway will be entirely completed.
And what a highway it is! It stands as one of the greatest pieces of construction in the west and as, perhaps, from the standpoint both of utility and beauty, the greatest highway in the world.
In its present nearly completed state the Columbia river highway is 234.6 miles in length, of which distance 92 miles is hard surface pavement and the remaining 147.6 miles is excellent macadam. The one gap in the pavement still to be completed consists of 4.8 miles at the Rowena loops, between Mosier and The Dalles. This stretch has been graded and was under contract for paving last year. The surfacing was deferred, however, until the coming spring to

allow additional settling of the grade during the present winter. When this work is completed the highway will be paved all the way from Portland to Seuferts, three miles east of The Dalles, a distance of 97 miles, and macadamized the rest of the distance of 137.6 miles to Pendleton. This is the permanent condition of the highway as planned under the present highway commission programme.
The Columbia river highway bears much the same relationship to automobile travel as the Columbia gorge railroads bear to railway travel.
Other routes across the Cascade mountains are forced to climb to great heights to cross the range.
What a contrast to the Columbia river highway, which pierces the Cascade range through the gap made by the Columbia river. The grade down the entire length of the highway from Pendleton to Portland is of the easiest, almost a water grade the entire distance. From an engineering stand-

point it is a virtual railroad of highways, with its grade, its curves and the surface looking not to the present but toward the tremendous traffic of the future.
For the motor tourist planning to come from the east to the Pacific northwest there are now and always will be two main arteries of travel across the Rocky mountains. These are the northern route, which is taken in general by the three northern transcontinental railroads, and the central route of the Union Pacific system. Railroad engineers discovered the easiest routes to the Pacific northwest years ago, and road builders followed their lead. Of the several northern highways which have been logged the best known is the Yellowstone trail, while the main central trail is the Lincoln highway, which leads to California and has a branch to the northwest. Both of these routes lead directly to the Columbia river highway, making this

great highway the logical final transcontinental link to the coast country.
The Yellowstone trail crosses North Dakota, Montana, tapping the Yellowstone national park en route, and northern Idaho, and enters Washington by way of Spokane. From that city the route runs south over excellent highway to Walla Walla. From there the motorist has the choice of two routes to the coast—either the Snoqualmie pass road from Walla Walla up through the Yakima valley, or the Columbia river highway, which he joins by driving from Walla Walla over paved road to Pendleton. This choice holds true only during the summer and fall months, however, for at other times the Snoqualmie pass road is blocked with snow and the Columbia river highway is the only route. More and more motorists are coming to recognize the advantages of the southern route and are coming into Portland over the pavement and smooth macadam of the Columbia river highway. For those who wish to go up to Seattle the trip from Portland to the Puget sound city is but a short day's going, with paved road nearly the whole distance.
The central transcontinental route, the Lincoln highway, crosses or traverses portions of the states of Nebraska, Colorado, Wyoming, Utah and Nevada into California. The route into Oregon, which is known as the Old Oregon trail and follows closely the path hewn by the early pioneers who came to Oregon by ox team, branches off from Granzer, Wyo., or from Salt Lake City, cuts a diagonal through the southern portion of Idaho, touching Boise and other lead-

ing towns of that state, and enters Oregon near Huntington. From that point the road goes northwesterly through the Oregon cities of Baker and La Grande to Pendleton, where it connects with the Columbia river highway.
While this southern route is impassable in the winter time, as of course are all transcontinental roads at the present time, it is in excellent shape during the late spring, summer and fall.
Few people, even Oregonians, realize the extent of work involved and money expended in bringing the Columbia river highway to its present splendid state. But eight years ago

the highway was no more than the dream of Oregon road builders and boosters. Not a stone had been tumbled, not a load of gravel rolled or a yard of asphalt-concrete laid. Yet in the short span from 1914, when construction work was started, to the present, the highway, including 234.6 miles of grading, 92 miles of hard surface paving, 112.6 miles of macadam, five tunnels, and bridges, culverts, viaducts and retaining walls running into the dozens, has been built. By late next spring the job will be finished, with the pavement of the 4.8 miles left uncompleted this winter.
A recent summary prepared by the Oregon state highway department, showing expenditures on the different jobs on the highway, including the final paving still unfinished but under contract for next spring, gives the total cost of the Columbia river highway as \$7,627,198.28. Of this sum \$4,359,870.85, or considerably more than half, was put up by the state. The government contributed \$938,504.71, while the remainder, with the exception of \$22,885.22 put up by railroad companies in connection with work at crossings, was contributed by the counties along the route.
Thus, by this great expenditure of money, by this consistent and far-reaching policy of highway building, Oregon has brought to completion across the state this great road—a highway which is not only an artistic and scenic triumph, but a commercial artery of primary importance, the great highway of the future over which motor tourists from the east will cross the Cascade barrier to the Pacific.

MAN-MADE FOREST FIRES GRAVE MENACE.
According to statistics compiled by the forest service 70 per cent of the fires in our forests are classified as "man-made."
Only 20 per cent are caused by lightning.
Fires left by campers are the worst of all menaces to the great and immensely valuable stands of all kinds of trees in the northwest.
Efforts of the personnel of the forest service are being directed toward teaching campers and others to be just as careful when in the woods as in their own homes.
Men of the forest service who are doing airplane work risk their lives daily while flying over forests, mountains and valleys, where no convenient landing places are available.
Surely the general public should at least co-operate.