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VISITORS WELCOME

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Out Where the West Begins

Out where the handclasp's a little stronger,
Out where the smile dwells a little longer,
That's where the West begins;
Out where the sun is a little brighter;
Where the snows that fall are a trifle whiter;
Where the bonds of home are a wee bit tighter;
That's where the West begins.

Out where the skies are a trifle bluer,
Out where friendship's a little truer,
That's where the West begins;
Out where a fresher breeze is blowing,
Where there's laughter in every streamlet flowing,
Where there's more of reaping and less of sowing,
That's where the West begins.

Out where the world is in the making,
Where fewer hearts with despair are aching;
That's where the West begins;
Where there's more of singing and less of sighing,
Where's there's more of giving and less of buying,
And a man makes friends without half trying,
That's where the West begins.

-ARTHUR CHAPMAN.

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ROY & MOLIN

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On behalf of the Gray Line Motor Tours and myself, I wish to extend our sincere thanks to the advertisers who have made this book possible. I also wish to thank the many authorities from whom a great deal of the information contained herein has been derived.

> Sincerely, E. M. (TIM) O'CONNOR.

GREETINGS

In an unofficial way the Gray Line represents the people of Portland by acting as host to you, "The Stranger within Our Gates," and we fully appreciate our responsibility and the con-

fidence and trust placed in us.

Every year thousands of tourists come to Portland, and they come to us that we may show them the places of interest of which they have heard so much. We shall continue, as in the past fifteen years, to do everything possible for the pleasure and comfort of our patrons, at all times endeavoring to send them away with pleasant impressions of "The City of Roses."

> J. O. WRIGHT Manager of Gray Line Motor Tours.

PORTLAND GRAY LINE MOTOR TOURS

Office, 347 Stark Street.

Phone BRoadway 0098

Trip No. 5—The Mt. Hood Loop and Columbia River Highway Drive

We are offering this Mt. Hood Loop excursion as the finest one-day automobile trip in America. It includes the famous Columbia River Highway, considered one of the world's finest roadways, the beautiful Hood River Valley, famed for the perfection of its apple orchards, a close-up view of Mt. Hood, considered the most beautiful mountain in America. We complete the drive through the Mt. Hood National Forest, which alone would make this trip a memorable experience.

This trip is operated from May 15th to October 15th.

Leaving time, 8:30 A. M., returning 7:00 P. M. Price of trip \$10.00.

Columbia River Highway Trip No. 4—Columbia River Highway Trip to Hood River and return.

To those not availing themselves of the Mt. Hood Loop-Columbia River Highway circuit trip
we offer the complete drive over the Columbia River Highway to Hood River and return, which takes in a portion of the Hood River apple orchards, making stops at all places of interest along the way and covers a distance of 144 miles.

Leaving 9:00 A. M., returning same day, 6:00 P. M. Price \$6.50.

Columbia River Highway Trip No. 3-To Cascade Locks and return, a distance of 95 miles, over the Columbia River Highway.

Leaving time, 9:30 A. M., return 5:00 P. M. same day. Price \$5.00.

Columbia River Highway Trip No. 2

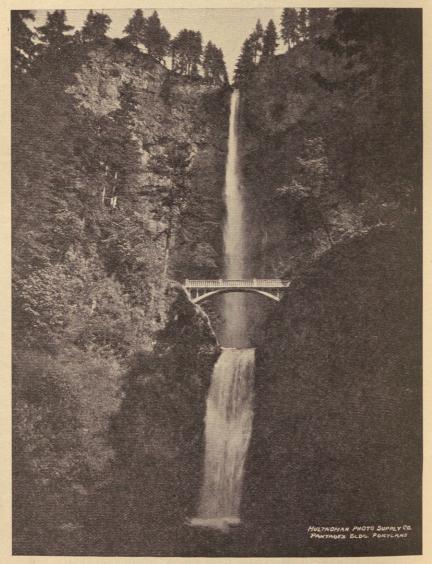
We offer in Trip No. 2 the shorter Columbia River Highway drive going as far as Multnomah Falls and Horsetail Falls, a distance of 72 miles. Leaving at 9:00 A. M. and returning at 1:30 P. M.; Leaving at 2:00 P. M., and returning

at 6:00 P. M. Price \$3.00.

Trip No. 1—City Sightseeing
Our Trip No. 1, we believe, is one of the most comprehensive and unique city excursions in the West, showing the wonderful development of both the East and West Side business and residential sections, Washington Park and many other beauty spots of Portland. A twenty-mile drive, consuming about two hours. Leaving time, 10:00 A. M. and 3:00 P. M. Price \$1.25.

Trip No. 8-Seeing Portland and Mountains by Moonlight This trip takes you on both sides of the Willamette River through the residential and business district of the city and to some of the highest points overlooking Portland, From these heights one obtains a view of the city with its myriads of lights. Leaving time, 7:00 P. M., consuming about an hour and a half. Price \$1.25.

Trip No. 6-Longview Loop There's something new to see this year in the Pacific Northwest—something as dramatic as the grandeur of its waterfalls and rivers, and that something is Longview, Washington, Leaving time, 9:30 A. M. Returning 5:00 P. M. Minimum, four passengers. Price of trip, \$6.50, including bridge toll. This trip will not be made at passenger rates with less than four people.



MULTNOMAH FALLS

A 2004 - 002.8254



PORTLAND, OREGON AND MOUNT HOOD

A 2004-007.8255

For You A Rose in Portland Grows

Portland, Oregon, or "THE ROSE CITY," has a most picturesque setting, being situated at the confluence of the Willamette and Columbia rivers, with a beautiful background of snow-covered mountain peaks to the north and east.

Portland, where millions of roses that bloom from early spring to winter and cover her residential thoroughfares, is acknowledged to be one of America's most attractive home cities.

The first man to settle in Portland was Etienne Lucier, a retired servant of the Hudson's Bay Company. He built the first log cabin on the east bank of the Willamette river in 1829.

Next to Lucier comes William Johnson, the old British sailor, who settled here in 1842. Third in rank is William P. Overton, commonly accepted as the first claimant to the Portland claim, that is that part of the west side radiating from Front and Washington streets. Close to Overton for third honor is Amos L. Lovejoy, to whom Overton gave half the Portland claim, and who was an equal partner in the claim, first with Overton and later with F. W. Pettygrove. Overton sold his half of the Portland claim to Petty-

grove in 1845 for \$200.00.

They built their first log house on what is now the southwest corner of Front and Washington streets. The first surveys of the new town were made in 1845. Each of the partners, Amos L. Lovejoy of Boston, Mass., and F. W. Pettygrove of Portland, Maine, wished to name the new town after his home city, so they tossed a copper coin, Mr. Pettygrove winning the toss and naming the new town, Portland, Oregon.

The first census of Portland was taken in the fall of 1850 by Daniel O'Neill, a deputy under United States Marshal Joseph L. Meek, a famous character in early Oregon history. Mr. O'Neill came to Portland by canoe from Oregon City, and after counting the inhabitants close to the river bank, made his way by trail and over fallen logs to the homes in the tall timber. Wherever he heard the sound of hammer and saw, there he went. The streets were mud paths, full of stumps, and there was not a sidewalk in town. The census count of 1850 was 817 whites and 4 negroes, but was not a census of Portland as an incorporated city. Portland was incorporated by the territorial legislature by act, effective February 8, 1851. Since that time Portland has had a remarkably steady growth. The census of 1930 showed a population of 301,890, ranking Portland as eighth city in the United States in percentage of increase since 1920.

Portland, covering an area of 70 square miles, is the twenty-fourth largest city in the United States. It is the metropolis of Oregon and one of the wealthiest cities, per capita, in the nation. It is a great seaport, having the finest fresh water harbor on the Pacific Coast. It is the trade center for a trading area of 250,000 square miles, and is situated at the confluence of the Willamette and Columbia rivers, 110 miles from the Pacific Ocean. The city is built along both banks of the Willamette river, with the Columbia river one and one-half miles north of the northern boundary line. Seventy per cent of the population live on the east side of the Willamette, where three-fifths of the area of the city is located, while seventy-five per cent of the retail business of Portland is transacted on the west side, where the shopping district and hotels are located.

A 35-foot channel, 500 feet wide, is maintained to the sea, which allows the large ocean-going vessels to enter and clear from the very heart of the city. This channel is maintained by the Port of Portland, with one dredge, and the U. S. Engineers, with two pipe line and one hopper dredge. The use of dredges, in the maintenance of the channel is gradually being eliminated through the use of spur dykes at some points on the Columbia at 2,000-foot intervals, (90 dykes), and two jetties at the mouth of the river, the north jetty being $2\frac{1}{2}$ miles long and the south jetty 7 miles long. One thousand, nine hundred ninety six vessels entered and 1979 cleared this port during the calendar year of 1930.

Portland ranks first in the world in the exportation of lumber and hops, first in the United States in the exportation of United States grown wheat, and second in wool and apples.

Portland is the medical center of the Northwest, and the site of the University of Oregon's Medical School, the only such institution north of San Francisco and west of Denver. The Federal Government has just completed the Veterans' Hospital, devoted to the sick and afflicted veterans of our foreign wars. The manufacture of lumber was one of the earliest industries established in Portland, and the city of Portland now ranks first in the world in the manufacture and export of lumber, the State of Oregon having one-fifth of the entire stand of timber in the United States, approximately 380,000,000,000 feet. In helping to preserve this, one of the finest stands of Douglas Fir, Spruce, Hemlock, Cedar and Pine in the world today, the United States Forest Service, aided by the State of Oregon and private interests, are setting out more than 1,000,000 young trees each year. Some of the finest pine nuts or seeds for reforestation are obtained from squirrels' nests, sometimes as much as 200 pounds to one nest. These nuts

are replaced by wheat or corn. The largest log cabin in the world today, 206 feet long, 102 feet wide and 72 feet high to the ridge pole. Contains 1,000,000 feet of lumber. It is one of the fair buildings left from the World's Fair, or Lewis and Clarke Exposition, held in Portland in 1905, to commemorate the Lewis & Clarke Expedition sent from St. Louis, Mo., by President Jefferson in 1804 to find the natural overland gateway to the Pacific Coast and Oregon Country.



FORESTRY BUILDING

A2004-002.1612

Facts About Portland

It is the City of Roses, with miles of shaded streets and hedges of beautiful roses.

Our retail stores are among the largest and finest on the Pacific Coast. Washington Park on the western hills, in the city, contains trees and shrubbery from all parts of the world, also the International Rose Test Gardens.

Our Rose Festival is held in June each year, with some of the floats having as many as 100,000 blooms used in the decoration.

Has 216 miles of electric street railway, with crosstown connecting bus lines and 793 miles of improved streets.

Is first city in the United States in manufacture and export of lumber.

Is first city in the United States in the export of U. S. grown wheat and hops.

Is second largest wool market in United States, and first on the Pacific Coast.

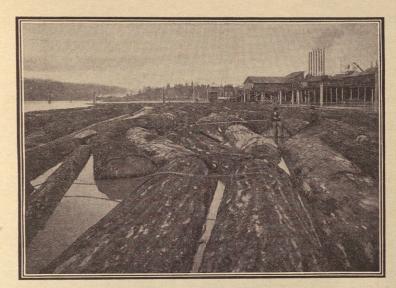
Leads Pacific Coast in manufacture of wool textiles, flour, automatic hoists, locomotives, furniture, pulp and paper.

Natural export outlet for canned and dried fruit industry. Has water level grade from the Columbia country or Inland Empire to steamship terminals.



DOUGLAS FIR LOGGING





LOG RAFT ON THE WILLAMETTE RIVER

A 2004 -002, 8257

Has four transcontinental railroads and is served by ten roads which connect with every important transportation system in the United States.

Has only fresh water harbor on the Pacific Coast.

Has $29\frac{1}{2}$ miles of waterfront. Has berthing space for 100 ships. Has 65 acres of cargo space.

Has four modern municipal terminals with municipal grain elevator of two million bushel capacity.

Population, 1930 Government census, 301,890.

Commission form of government, mayor and four commissioners.

Tax rate, 48.6 mills.

Has three private grain elevators.

Has tanks for liquid cargoes and modern handling equipment. Has 35 private docks, 8 general cargo docks, 7 oil docks, 10 flour

and grain docks, and 9 lumber docks.

One thousand, nine hundred ninety-six vessels entered the Port of Portland during the calendar year 1930 with a tonnage of 5,735,868 and 1,979 cleared with a tonnage of 5,689,155, with 58 steamship lines giving regular service.

Has more than \$40,000,000 invested in harbor and channel im-

provements and in port facilities.

Has largest cooperage plant in the world. Has largest woolen mills west of Cleveland. Has largest meat packing plant west of Omaha.

Has one of the finest class A airports in the United States.

Has 78 Public Schools, 9 High Schools and 9 Special schools, with 1,719 teachers and 59,741 registered pupils. Has a \$3,000,000 endowed Reed College.

Has a main Public Library with 18 branches, 17 stations and 4 reading rooms. Portland has the largest per capita circulation in

the United States.

Has one of the finest symphony orchestras in the world.

Is an ideal Convention city, with ample housing accommodations, 627 hotels and rooming houses and 928 apartments.

Has 77,197 homes. Has 97,923 telephones.

Is the center of the great paved and scenic highway system of the Pacific Coast and the hub of a country noted for its marvelous

and varied scenery, fishing and recreational attractions.

Portland has 36 banks, 4 daily newspapers, 65 theaters, 43 hospitals and sanitariums, 298 churches and 4 missions, 55 public parks, (2,292 acres), 24 supervised playgrounds, (200 acres), 14 bathing pools, 3 bathing beaches, 3 municipal golf courses, (45 holes), 6 public golf courses, (117 holes), 8 private golf courses, (144 holes), a civic stadium, seating 30,000, a public auditorium, seating 5,500, 37 fire stations, 3 fire boats, 4 police stations, 437 policemen and 510 firemen.



ON THE MOUNT HOOD LOOP ROAD

Log of Columbia River Highway and Mount Hood Loop Drive

By E. M. (TIM) O'CONNOR

Leaving the Gray Line office at Broadway and Stark Streets, crossing the new Burnside Bridge, opened to traffic the 21st day of May, 1926. This bridge spans the Willamette river, pronounced Will-am-et, an Indian word, meaning green waters. The Willamette river flows into the Columbia river twelve miles to the north of this point.

1.6 MILES, at 19th and Sandy Boulevard, the home of the internationally used swimming suit, so well advertised through the use of the red diving girl stickers. This plant has an average daily

output of 600 dozen suits.

5.1 MILES, at 82nd Street and Sandy Boulevard, city boundary of Portland. The Shriners' Hospital for crippled children to the right at this point, where crippled children, regardless of color or creed, may enter and remain until cured, if a cure is possible,

absolutely free of charge.

5.2 MILES, The Sanctuary Site of our Sorrowful Mother, a national memorial to the greatest woman, the Mother of Christ, where one may see an open cathedral, hewn out of the solid granite, surrounded by green trees and flowers. It will cost several million, when completed. There are seven shrines on the upper level, with 34 wood carvings, each a work of art, by Prof. Heider of Italy. This is one of the principal points of interest in the great Northwest. A beautiful vista of 100 miles of surrounding country may be had from the upper level where the shrines are located.

12.2 MILES, Fairview and the county poor farm on the right. Mount Hood directly ahead, with an elevation of 11,225 feet, snow covered the entire year, with its 11 eternal glaciers. To the left Mount St. Helens, elevation 9,470 feet, also snow covered the

entire year.

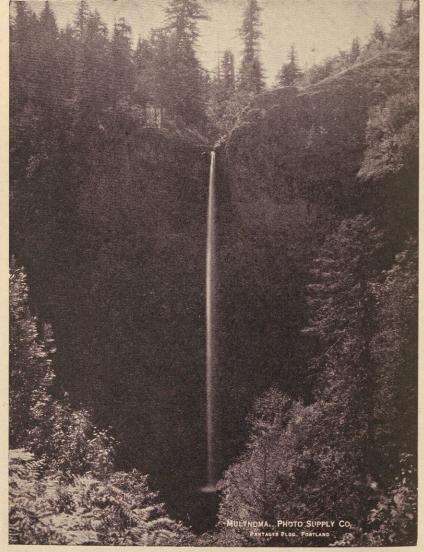


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LATOURELL FALLS

A 2004 -002,8261

source in the Rockies, about 20 miles from Lake Louise. It drains an area of more than a quarter of a million square miles in Canada-Montana, Wyoming, Idaho, Washington, Utah, Nevada and Oregon.

The large rock below is Rooster Rock, called "Woot Lat" by the Indians, a jutting pinnacle of basalt, rising from the river 285 feet. A mile farther, following the rim of the great natural amphitheater, the traveler arrives at Crown Point.

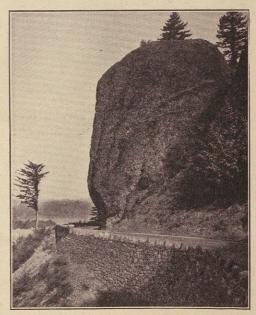
24.5 MILES, Crown Point, once called "Thor's Crown." From here, the very brow of a beetling basalt cliff, 725 feet high, there is a most wonderful view of fully 35 miles up and down the mighty Columbia. Across in Washington, Silver Star mountain, and Mount Zion, an extinct volcano. Looking eastward, one may see Cape Horn, whose basaltic cliffs are two miles long and rise 400 feet from the river. The Vista House is a wonderful pioneer memorial of stone and marble, with its encircling parapet, which shows white in its magnificent setting and background of basalt cliffs.

25 MILES, The Figure Eight. Here the highway drops 205 feet on a 40-acre tract, spiralling in a double figure eight, with a compensating grade of five per cent. On each side of the highway, great trees, beautiful ferns and in summer a wealth of mountain flowers charm the eye and appeal to one's love of the beautiful.

26.8 MILES, Latourell bridge, 312 feet long. It has three 80-foot arches, the central arch being 100 feet above the stream. To the right Latourell Falls, (named for one of the pioneer families), tumbles over a wall of columnar basalt 224 feet. Here the columns

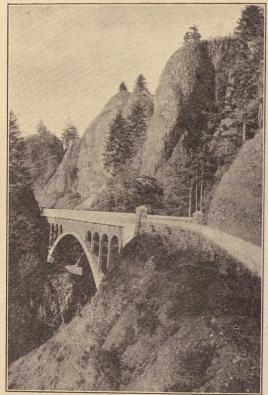
are characteristic of Columbia basalt. Often they break into angular chunks, crystallizing while cooling under pressure. The more heat and pressure, the greater the size of the chunks.

28 MILES, Shepperd's Dell, a beautiful park of eleven acres, with a 140foot water fall that seems to gush out of the solid rock. Mr. George Shepperd, though of limited means, refused to sell this beauty spot, which his wife loved, but donated it with the falls of Shepperd's Dell to the public in perpetual memorial to her. The concrete bridge at this point spans a chasm 150 feet wide and 140 feet deep. The single



BISHOP'S CAP OR MUSHROOM ROCK

[17]



SHEPPERDS DELL A 2004-002.8263

arch span is 100 feet long. East of here are four enormous dome-shaped rocks, the one around which the Highway winds is called "Bishop's Cap or Mushroom Rock."

28.5 MILES, Forest Hall, below which are a number of high basaltic needles known as "Speelyei's Children," or the "Pillars of Hercules." On top of one of these, called needle rock, grows an ancient fir tree, about 40 feet high, and which is said to be more than one hundred years old.

29 MILES, Bridal Veil Falls, with a drop of 80 feet. At this point may be seen a lumber flume, constructed by the Bridal Veil Timber Co. The water has been diverted from the stream that feeds the Falls, into the flume for the purpose of floating the cut lumber from the portable sawmill, four miles back in

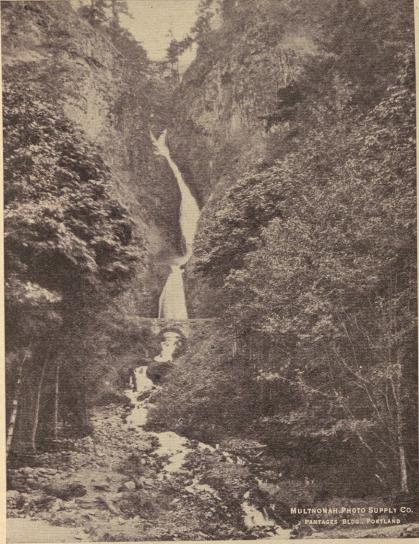
the mountains, to the planing mill and shipping point down on the left.

Across the river can be seen the Palisades, rising 400 feet above the river, called "Cape Horn" by the early settler of the Oregon Country.

29.9 MILES, Coopey Falls, with a drop of 117 feet. Near here is a trail leading to Fort Rock, an elevation of 1,500 feet and the scene of a legendary battle between giants. Lone Rock, in the Columbia, is one of the gigantic missles flung in this battle of Titans.

31.9 MILES, Mist Falls, mentioned in Lewis and Clarke Journals, dash into spray and mist against the basaltic rocks from an elevation of 1200 feet.

32.2 MILES, Wah-Kee-Nah Falls, flows from a mountain basin spring, starting one and nine-tenths miles above where it is seen breaking over, to alternately drop and cascade 242 feet to the high-



WAHKEENAH FALLS

A2004-002.8264

way. The Indian name Wah-Kee-Nah signifies "Most Beautiful," and was the name of a daughter of a Yakima Indian Chief. This falls is in a park of 749 acres, donated by Mr. Benson, (Benson Park).

32.7 MILES, Multnomah Falls, the second highest water falls



Simmons' By-the-Falls

At MULTNOMAH FALLS on the famous COLUMBIA RIVER HIGHWAY

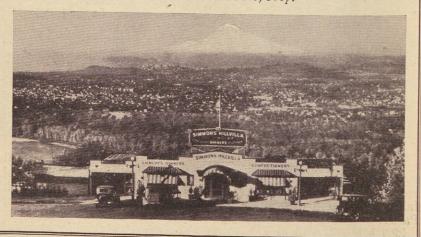
Course Dinners SPECIAL LUNCHEONS FOUNTAIN, REAL INDIAN CURIOS and SCENIC VIEWS OF OREGON

A delightful place to dine.

Reservations made for travel tours. Reservations made, no matter how small or large.

We also operate SIMMONS' HILLVILLA, "The View of a Million Lights," on top of Terwilliger Boulevard You will always find a welcome at these two places. One of the largest and most complete curio departments in the West.

ROLLA L. SIMMONS, Prop.



in the United States, 620 feet. It has its rise in Larch Mountain, an extinct volcano, 4095 feet elevation. It was named for Chief Multnomah, the legendary Indian Chieftain, who is supposed to have been the only Indian Chief successful in banding together the warlike tribes with a Peace Pact.

This beautiful lodge is open the year around. Four large fireplaces in the lounge room and dining rooms which are situated on the second floor and one of the largest and most complete curio shops in the West where real Indian curios and scenic views of Oregon are shipped to all parts of the world.

Mr. Rolla Simmons, who operates this lodge known as Simmons' By-the-Falls, also operates "Simmons' Hillvilla" in Portland, known as "The View of a Million Lights" situated 1,000 feet above the city on top of Terwilliger Boulevard.

These two places are delightful places to dine, and where you are

always welcome without obligations.

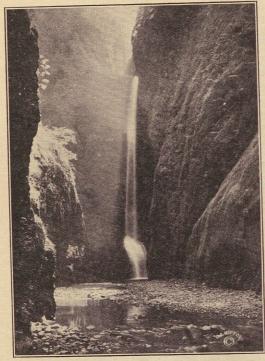
34.8 MILES, Oneonta Gorge and Tunnel. Oneonta Falls, with a drop of 100 feet, are about 800 feet up, and almost hidden in the depths of this narrow gorge, which seems to be a fissure in the mountain. Beautiful mosses and flowers cling to the rocks on each side of the gorge, and in the walls may be seen fossil trees, trees that were caught in the lava flow. The east wall, where pierced by the Highway, is 205 feet high, and at this point, only 18 feet of rock buttress could be left to support the mountain and Highway.

35.1 MILES, Horsetail Falls, a tumbling sheet of water, drops 208 feet down the cliff of columnar basalt, throwing its spray upon the Highway.

This is the terminus of the Columbia River Highway Trip Number 2, Price \$3.00. From here the



BRIDAL VEIL FALLS



ONEONTA FALLS

traveler returns to Portland, stopping at the Mountain View Floral Nurseries, Inc., where a rose awaits you.

36.6 MILES, St. Peter's

36.6 MILES, St. Peter's Dome and Cathedral Point, with their embattled towers of basaltic rock, are clearly seen from here on the right.

38 MILES, Beacon Rock, a great monolith, probably a basaltic lava plug, through an old volcanic cone, covering 17 acres at the base, with an elevation of 850 feet. The name Beacon Rock was given it by the Lewis and Clarke Expedition, the first white people to explore this country. An excellent trail, 4,500 feet in length, was constructed to the summit by Mr. The salmon Biddle. wheels seen here, are an automatic device, used in

the catching of salmon on the upper Columbia River. These wheels have been voted out on the Oregon side of the river, because of the great number of salmon taken by them, allowing very few of the fish an opportunity to continue on into the small streams tributary to the Columbia to spawn.

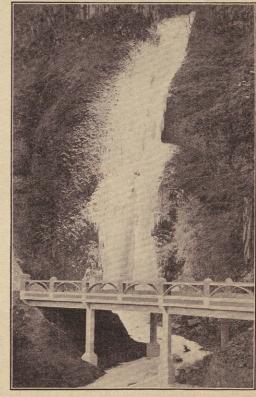
39.1 MILES, McCord Creek Bridge. From here an excellent view of Elowah Falls may be had to the right, which has a drop of 289 feet. At the east end of the bridge may be seen a petrified tree in the tuff-conglomerate.

40.2 MILES, Moffett Creek Bridge, the largest flat three-hinged arch bridge in the world. The length of the span is 170 feet, with a rise of 17 feet. This bridge demonstrates the expansion of concrete. It is four inches higher at the center on a hot day than on a cold day.

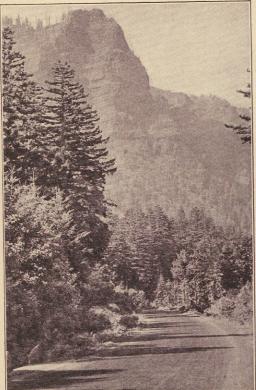
41.6 MILES, Bonneville, Oregon, named for Captain Bonneville, hero of Washington Irving's story of that name. Mr. A. E. Howell is the Superintendent of the Bonneville State Fish Hatchery, said to be the largest salmon hatchery in the world. It is for the arti-

ficial propagation of the Royal Chinook, Sockeye and other salmon. Next year, for example, 161/2 million Chinook and Sockeve salmon will be released to make their way to the sea. The total output for this and the other sixteen hatcheries in the State of Oregon, as announced by Hugh C. Mitchell, director of fish culture for the State Commission, will be about 75,000,000. A force of nine men is retained here all year and the average cost of maintenance of this hatchery yearly is \$23,000.00 All Gray Line passengers make a visit to this hatchery, where the artificial propagation of the salmon is explained in detail. The salmon matures in the ocean, coming into fresh water at four to five years to spawn, in most cases in the head waters of the stream from which they have originally been hatched. For instance, the Chinooks are released at 8 to 12 months, at fingerling size, about the size of a small sardine, through Tanner Creek, the waters of which have been diverted for use in the 45 ponds in the hatchery, into the Columbia,

from where they make their way to the ocean. Before releasing, a certain percentage are marked by cutting the fins, which is done by girls with a pair of manicuring clippers. This is done to keep a check on the number returning. A good percentage of these same salmon return up the Columbia, and turn into the hatchery of their own accord, through the little stream from which they have been originally released, into the storage pond in the hatchery. Forty or fifty at a time are allowed to go through into what is called the taking pond, where the male salmon are thrown into an adjoining pond. and the female salmon are taken one by one and bent across the knee, to see whether her eggs are ripe for taking. If the eggs come freely from her the



HORSETAIL FALLS



ST. PETERS DOME A2004-002 8268

return to the taking pond on successive days until the eggs are just right for taking. After she has been thoroughly bled, the belly is ripped open and the eggs are placed in a bucket, the average number of eggs to a female Chinook Salmon being 4,700, which has been known to run as high as 11,000 eggs to one female Chinook. They then take the male salmon, still alive, and strip him for his milt, over the eggs, which fertilizes them. After being kept in the cans of water and milt for a short time the eggs are taken into the main building and placed in wire baskets, about 12"x20" and 5" deep, in troughs of cold running water, where the eggs hatch out in 50 to 70 days, the time depending entirely upon the temperature of the water. The eggs require 900 heat units to hatch. One heat unit is figured for each degree above freezing for a twenty-four hour period. For instance, if the water remained 50 degrees for fifty days, that is the time that the eggs would require to hatch. The salmon form in the eggs, and break out of the eggs tail first, and not head first. After hatching the egg sacremains attached to the belly of the little salmon, which provides it with food when it is not able to get food for itself. When the sac is partly absorbed, the little fish are placed in the big ponds in the open to develop. At this stage they are fed the ground parent salmon, which has been kept in cold storage, smelt, salmon eggs

man says ripe and she is

thrown upon a wooden

platform, or taking stage,

where she is hit on the

head with a short length

of iron pipe, which stuns her. The tail is then cut,

which bleeds her, giving

cleaner eggs. Note-(The

male as well as the female salmon die after spawn-

ing, in the natural way).

If the eggs do not come

freely she is thrown into

the first pond into which

she comes, and allowed to

and condemned canned salmon, all ground to a paste and mixed together.

More than 90% of the eggs taken at this hatchery are hatched out and returned to the stream at fingerling size, able to care for themselves, whereas in the natural way, the average is 60%, and that is assisted by semi-artificial propagation.

In conclusion, we might add that the salmon die in the natural way of spawning from the cuts and bruises they receive in surmounting obstacles in the small streams in which they spawn, and also the salmon do not eat in fresh water on their way up to spawn.

A salmon gains twenty pounds in weight for each year he remains in salt water after the four-year period.

43.2 MILES, Summit or Eagles' Nest. This is thought to be the southern end of the fabled "Bridge of the Gods," which according to the Indian legend, so well told by Balch in "The Bridge of the Gods," once spanned the mighty Columbia. Across the Columbia, Table Mountain, elevation 3,420 feet, said to be the north pier. At this point also "Bradford's Island," an old Indian burial ground, where Indian remains were placed in trees, and after a year buried with all personal articles and implements, thought needful in the future happy hunting grounds.



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> Special Merchants' Lunch 40c or a-la-carte service

5TH STREET NEAR STARK, PORTLAND, OREGON



BEACON ROCK

43.2 MILES, Eagle Creek and Bridge, constructed of blasted rock, which previously obstructed the Highway. Eagle Creek, in the Mount Hood National Forest Reserve, of 1,250,000 acres, has no less than ten beautiful water falls.

43.9 MILES, Multnomah County Line. Entering Hood River County. The initial road work in Hood River County was performed by Honor men from the Oregon State Penitentiary, supported by Mr. Simon Benson.

44.5 MILES, Sheridan's Crossing. Across the river may be seen a reproduction of the old block house built by Lieut. H. C. Hodges, to afford protection for settlers and Azov4-007.8269 emigrants along the old

portage tramway. Built the winter of 1853 and 1854. The original Portage road built by Mr. Bradford, was a wooden tramway over which a stout mule drew a box car. On March 28th, 1856, during the Yakima Indian War, Lieut. Phil Sheridan, stationed at Fort Vancouver, here commanded U.S. Troops, rescuing 47 men, women and children besieged by Indians after the Cascade massacre.

46.4 MILES, Cascade Locks, which connect the middle and lower Columbia, were built by the government, started in 1884 and the first boat operated through them in 1898. At this point a toll bridge spans the Columbia, called the Bridge of the Gods.

This is the terminus of the Columbia River Highway Trip Number 3, Price \$5.00. After luncheon at the Craigmont Hotel, beautifully situated on the bank of the Columbia, the traveler returns to Portland, stopping at the Mountain View Floral Nurseries, Inc., where a rose awaits you.

Across the river from Cascade Locks, in full view now of the Highway tourists, on March 26th, 1856, there sounded a horrifying war cry. Settlers were shot, and some scalped; men, women and children fled down the river a mile to the old middle Block House at

Sheridan's Point, for protection. Col. Wright arrested Chief Chenowith and eight other Indians, tried them by a military court, and hanged them where the massacre had occurred. The chief in vain tried to buy his freedom by offering young squaws, ponies and furs. When he found this would not work he put on a stolid Indian attitude and exclaimed, "Nika wake quash memaloose." (I am not afraid to die.) On the scaffold, possibly thinking other Indians might hear and rescue, he gave an unearthly war whoop. The eight others were executed the next day.

46.9 MILES, the town across the river is Stevenson, Wash., county seat of Skamania County, Indian name for "place of peace and repose." Early day pioneers, (the first coming in 1835), came overland as far as The Dalles, 92 miles east of Portland, where they would load their household goods and wagons on rafts and float down the Columbia to Stevenson. They would drive their oxen and cattle down the trail on this side of the river, "The Old Oregon

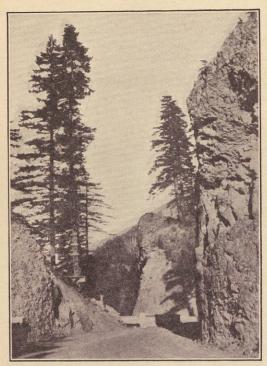
Trail," which the Indians called "Trail of the Medicine Men." At this point the animals would be ferried across, where the wagons would be rebuilt and loaded again, to be driven five or six miles below the rapids, where they would again be loaded on rafts and float on down to Fort Vancouver, the earliest inland Hudson Bay Trading Post, founded in 1825.

49 MILES, Herman Creek Forest Ranger Station, maintained by the U. S. Forestry Service, for the patrol of the Columbia Gorge from Multnomah Falls to a point just this side of Hood River. Trails have been constructed, and are ridden by patrolmen during the fire season, from May 15th to October 1st.

55 MILES, Wyeth, Ore. Nathaniel J. Wyeth's efforts as a fur trader in the



ELOWAH FALLS



TOOTH ROCK
APPROACHING EAGLE CREEK
A 2004 - - 002 . 6271

beginning of the end of the British monopoly in Oregon, (Hudson Bay Fur Co.) His first ship sailed from Boston in the fall of 1831, and was wrecked in the Sandwich Islands. The second ship, the May Dacre left Boston in the fall of 1833 and entered the Columbia, Sept. 17th, 1834.

55.8 MILES. Shell Rock

Oregon country was the

55.8 MILES, Shell Rock Mountain, with Wind Mountain across the river. Geologists say that these two mountains of sliding basaltic blocks and fragments were once one mountain, through which the Columbia has since cut its way. An Indian legend, for the naming of Wind Mountain, is that the Great Spirit made a rule that no Indian should teach whites to fish. However, some

white men, prevailing on the Indians, learned how to catch salmon, and fished at Wind Mountain. The Great Spirit, becoming angry, started a whirlwind around the mountain, which has been blowing ever since.

57 MILES, Starvation Falls, so called because of a train blockaded by snow at this point in the winter of 1884-5.

63 MILES, Mitchell Point. At this point is located the Mitchell Point Tunnel, 400 feet long, with its five windows, hewn out of the basalt cliff. No timbering is necessary in its construction, and many world travelers say it surpasses the world famous Axenstrasse Tunnel of the Swiss Alps, which has but three windows. Across the river may be seen a lumber flume, fed from the Little White Salmon River, 36 inches in width and eight and three-fourths miles long. It has a capacity of 500,000 feet of lumber in eight hours, and can float lumber 100 feet long. In some places it is 96 feet above the ground.

64 MILES. A twenty-minute stop is made here, giving the traveler an opportunity to visit the Oregon Silver Fox & Fur Farm,



VISIT THE Largest Fox Farm in the West

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SELECT YOUR FUR FROM THE FINEST

AT THE MOST REASONABLE PRICES IN THE UNITED STATES OR CANADA

Oregon Silver Fox and Fur Farm, Hood River, Oregon

the largest fox farm in the west.

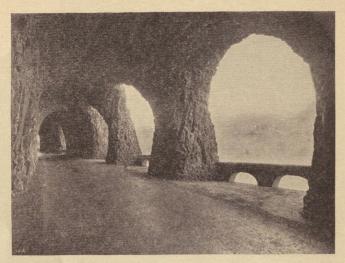
68 MILES, Hood River, a beautiful little city of 3,000 inhabitants, situated at the entrance of the world-famed Hood River Apple Valley. Apples are shipped east from here via the Union Pacific Ry., to all parts of the United States, and west through the Port of Portland to the Ports of the world, at the rate of 3,500,000 boxes a year.

This is the terminus of the Gray Line Tour No. 4, Price \$6.50, but the tourist is urged to continue his tour from here and return to Portland over the world-renowned Mount Hood Loop Road, constructed by the United States government at a cost of \$1,500,000, through the Mount Hood National Forest Reserve, and over the very summit of the Cascade Mountain range, crossing and recrossing the Barlow Trail used by the pioneers in their covered wagons, in reaching the Willamette Valley, and completing a one-day tour, long to be remembered by the most experienced of travelers.

The Mount Hood Loop Tour continues from here, crossing Hood River, a beautiful mountain stream, which has its source in Hood

River Glacier, at the base of Mount Hood.

We are now passing through the Hood River Apple Valley, irrigated with the melted snow and ice from the glaciers of Mount Hood. The soil in this valley is a loose ash composition and requires irrigatian as it will not hold moisture. The irrigation system in this valley is owned and operated by the farmers, through the Hood River Apple Growers Assn. Each farmer is allowed one inch of water to the acre, each 24 hours, and it costs them on an average of \$6.00 an acre, per year, for maintenance of water troughs, ditches and canals. The farmers irrigate every two weeks, during June, July and August. There is an average of 40 to 60 trees to the acre, with an average yield of 600 boxes to the acre. The average price, per



MITCHELL'S POINT TUNNEL

A 2004 - 002.8272

box, received is \$1.25, marketed through the Hood River Apple Growers Assn. The trees in this valley are sprayed seven times a year.

72 MILES, To the left of the road is Billy Sunday's Ranch and Summer Home of 80 acres.

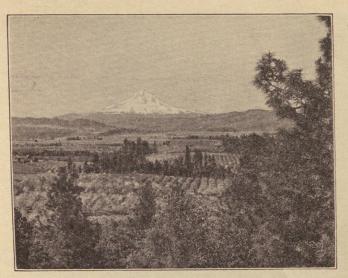
92 MILES, Loop Inn Camp, where the Gray Line Buses stop for ten minutes. This is at the entrance of the Mount Hood National Forest Reserve, of 1,250,000 acres. A wonderful view of Mt. Hood and Elliott Glacier, estimated to be 1,000 feet deep, is had from here. Elevation here is 3,300 feet.

102 MILES, Hood River Meadows.

103 MILES, Sahale Falls, a Chinook Indian word, meaning "High and Lofty."

104 MILES, Bennet's Pass, elevation 4,674 feet, the Highest point reached on the Mt. Hood Loop Road, the point reached by Mr. Bennet in searching for the best place to build a road across the Cascade Mountains.

108 MILES, White River Glacier, one of the most interesting stops on the Loop Road. We cross the Terminal Morraine of this mighty glacier, over White River, spanned by a rustic bridge. For several years, after the completion of the Loop Road, a temporary bridge was used at this point, as the river would change its course with each new freshet, caused by the spring and fall rains and carry the bridge away. Two years ago the highway engineers thought the river had changed its course to stay, but in November, 1930, it overflowed its banks, and covered this bridge with four



HOOD RIVER VALLEY

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feet of sand and rock, hurling great boulders against smaller ones, pulverizing them, and carried away everything in its path.

109 MILES, Barlow Pass, Elevation 4,160 feet. This is the old Barlow Road, the first road built across the Cascade Mountains, and for many years used by the pioneers to enter the Willamette Valley. The building of this road was as important to this country as the coming of the railroad.

111.5 MILES, Buzzards Point, where a wonderful view of Mt. Hood may be had, with the Ranger Station on the summit of the mountain plainly visible. A Forest Ranger is stationed there, during the fire season, May 15th to October 1st, to look out for fires in the National Forest, and also aids climbers.

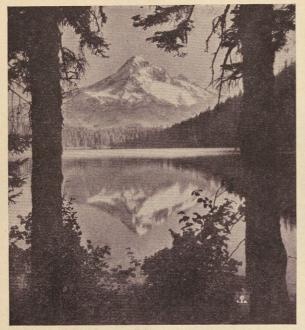
The forest fire in this section occurred about forty years ago and

was known as the Indian Fire.

114.5 MILES, Swim, Oregon. Warm Springs at this point, with an open air swimming tank.

115 MILES, Government Camp, where a twenty-minute stop is made, at an elevation of $4{,}100$ feet, $4\frac{1}{2}$ miles from the timber line.

Mr. Yokum, an early day pioneer, in search of health, homesteaded a section of land here and laid out a townsite at this point and called it "Pompie," now known as Government Camp. As the pioneers became more numerous, the Indians resented the invasion, and caused considerable trouble, stealing much equipment. The Government then set aside a section of land, with buildings, farming implements and all that was thought necessary for the comfort of the Indians, and named it "Warm Springs Reservation."



MOUNT HOOD FROM LOST LAKE

The troops were then ordered to round up all the Indians in the Mound Hood region and put them on the reservation. The Indians, although going to the reservation, later returned and set fire to the entire region. Some of the land has since been reforested by the State of Oregon, while other parts have reforested naturally.

117 MILES, Yokum Falls, a beautiful stream tumbling down the mountain side, named for Mr. Yokum.

125 MILES, Rhododendron, a summer camp, in a set-

ting of flowering rhododendrons, which grow wild in this area. A person may rent land from the Government here at an annual rental of \$15.00 per acre, but must live up to Government restrictions.

127 MILES, Zig Zag River, which has its source at Zig Zag Glacier, on Mt. Hood, and well named for the zig zag course it follows. For natural beauty, this rushing mountain stream is unsurpassed.

145 MILES, Sandy, Oregon. From here and into Portland, the road winds through a fertile valley with the snow-covered peaks, rose-tinted in the background, completing a tour long to be remembered.

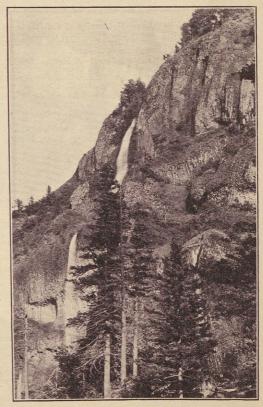
SUMMARY OF THE LEWIS AND CLARKE EXPEDITION

Toward the winter of 1803, the Lewis and Clarke expedition of 46 men were assembled at St. Louis, under direction of Meriwether Lewis and William Clarke. This party was organized to explore the Columbia River and to get information about the country from the mouth of the Missouri River to the Pacific. President Jefferson had presuaded Congress to vote a sum of money for this purpose, \$2,500.00. Until spring, Captain Clarke passed the time building boats and arranging the minute details of the trip, while Lewis

diilgently gathered information from traders and trappers about the route up the Missouri. On the 14th of May, 1804, the expedition finally embarked and began its voyage up the Missouri, traveling in three boats, one with twenty-two oars, and two smaller boats, one with seven oars and the other with six. They pursued their way northward through the Dakota country and reached the villages of the Mandan Indians, where they built a primitive log fort and passed the time till spring in sharing the sports of the Indians.

They left the hospitable Mandans on April 7, 1805, striking westward, following the course of the upper Missouri and passed the mouth of the Yellowstone on August 12, 1805. Not long afterward they encountered the Shoshone Indians who supplied them with horses for the long and difficult overland trail to the Columbia. At this stage of the journey, their provisions were low and they received a warm welcome among the Shoshones, through Saca-

jawea, the wife of Charboneau, one of their interpreters. who had joined the party at the Mandan villages. Sacajawea was a Shoshone whom the Mandans had taken captive in her girlhood. Her brother was one of the leading Chiefs of her people, so she was able to secure many favors for the party, as there was great joy over her return. At the mouth of the Clearwater the party built five canoes. In these they embarked on the 7th of October, giving their horses to the friendly Nez Perce Indians, who had given the famished party much food, on their arrival at the Clearwater. They voyaged down the Clearwater to the Snake River, and down the Snake to the Columbia, continuing to the mouth, which they reached on November 7. 1805.



MIST FALLS

SAN FRANCISCO

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- 2—Golden Gate Park and Presidio—2 Hours. \$1.50 Daily 10 A. M. and 2 P. M. Golden Gate Park; Presidio; shopping and business districts.
- 3—Chinatown After Dark—2 Hours. \$1.50

 Joss House, Court of Arbitration, Chinese Telephone Exchange, missions, bazaars, restaurants, barber shops, jewelry stores, factories, newspaper plants—a city within a city.
- 4—La Honda and Stanford University—8 Hours. \$5.00 Daily 9:15 A. M. Burlingame and San Mateo, millionaire suburban districts; Crystal Springs Lakes; Half Moon Bay and Ocean Shore; La Honda Grove of Giant Redwoods; over Santa Cruz Mountain Range to Stanford University, and world-famed Memorial Church; return via Bay Shore Highway.
- 5—Oakland and Berkeley—University of California—4 Hours. \$3.00 Daily 1:45 P. M. A sunshine trip, scores of magnificent vistas over Bay of San Francisco, distant mountains and Golden Gate, University of California, Greek Theatre and Memorial Stadium; Piedmont and the Oakland Skyline Boulevard.
- 6—Santa Rosa and Petrified Forest—9 Hours. \$10.50 Daily 8 A. M. Golden Gate, Marin and Sonoma Counties, "Valley of the Moon"; Petaluma; Santa Rosa; home of late Luther Burbank; Petrified Forest; Geysers and Napa Valley. Thirty miles by steamer on San Francisco Bay, viewing Mare Island Navy Yard.
- 7—Mount Tamalpais, Muir Woods—8 Hours. \$6.00 Daily 9:15 A. M. San Francisco Bay; Sausalito; Mill Valley, Mount Tamalpais to behold "the grandest panorama on earth"—Bay of San Francisco, Golden Gate, Pacific Ocean, mountain ranges and fertile valleys. Visit Muir Woods, a national monument, see the Giant Redwoods of Northern California; scenic Marin County; State Penitentiary of San Quentin.
- 8—Del Monte and Santa Cruz—Two-Day Tour. \$12.50 Tuesdays, Thursdays and Saturdays, 8:30 A. M. First day—Burlingame, Palo Alto and Stanford University, Santa Clara Valley, Santa Cruz Big Trees, Monterey and Del Monte. Second day—Seventeen-Mile Drive, Pacific Grove, Carmel-by-the-Sea; Carmel Mission; Mission San Juan Bautista.
- 9—Stanford University and Fine Residence Tour—4½ Hours. \$3.50 Daily 1:30 P. M. Sixty miles of beautiful scenery and flowers; San Mateo County and Santa Clara Valley; Palo Alto, Stanford University, one of the world's finest buildings; President Hoover's home; Burlingame and Hillsborough.
- 10—Around San Francisco Bay—8 Hours. \$5.50 Daily 10 A. M. Mills Field; Burlingame, Hillsborough, Portola Valley; Stanford University; President Hoover's home; visit world-famous Memorial Church; Palo Alto; over San Francisco Bay bridge, longest in the world; Lake Merritt, in the heart of Oakland; Piedmont; Skyline Boulevard; University of California.
- 11—Muir Woods and Marin County—7 Hours. \$5.00

 Cross the Golden Gate, Sausalito, Richardson's Bay, Muir Woods. Lunch at Muir Woods Inn, Marin County, beautiful homes of Ross, Kentfield, Fairfax and San Rafael, site of the Mission San Rafael Archangel; Presbyterian Seminary, Hitchcock Military Academy, Mt. Tamalpais Military Academy and the Dominican College; viewing the State Penitentiary at San Quentin.
- 12—Santa Cruz Big Trees and Peninsula Tour—10 Hours. \$7.50 Daily 8 A. M. Stanford University, Santa Cruz Mountains, Santa Cruz, San Lorenzo Valley, Santa Cruz Big Trees, California State Redwood Park. Lunch at Brookdale Lodge.
- 13—Three-Day Tour Between San Francisco and Los Angeles. \$47.50 From San Francisco Mondays, Wednesdays and Fridays, 8 A. M. Fare includes side trips, meals and accommodations with bath at finest hotels. The Gray Line, Inc., agents at San Francisco.
- Private Car Service—In addition to De Luxe Parlor Car Service a superior limousine service is operated. Lincoln, Pierce-Arrow, Packard and Cadillac limousines and touring cars of latest type may be rented by day, week or month. Drivers are careful, courteous, well-informed men, with an intimate knowledge of the country.
- Exclusive service at all leading hotels. By request or telephone call, passengers will be called for and returned to hotels,

San Francisco

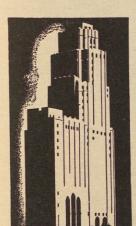
Through the veins of San Francisco courses proud Latin blood—blood centuries old. For in 1769 Don Gaspar de Portola, a Spanish aristocrat, then Governor of the Californias, discovered San Francisco Bay. He was followed five years later, in 1775, by Don Juan Manuel Ayala, who sailed the first ship through the Golden Gate.

In 1776 Colonel Juan Bautista de Anza founded the Presidio of San Francisco and the famous Mission Dolores which was visited in the following year by Padre Junipero Serra. Thus San Francisco owes its discovery and much of its history to the daring, adventure-loving, conquering Spanish and Latin races—races that have given that color and romance to the early days which still clings to the city and lends its atmosphere even today.

San Francisco was born a sleepy little Spanish pueblo from which it grew overnight into a seething, bustling mass of miners in search for gold until today, it is the business and financial metropolis of the Pacific Coast with a population of 634,394 inhabitants, and within the fifty square miles comprising the San Francisco-Oakland Metropolitan Area are nearly 1,600,000 people.

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Today, San Francisco's assessed valuation is \$1,585,101,260. On the basis of a fifty per cent valuation for taxation purpose, this would put San Francisco in the \$3,000,000,000 class of American

cities and not many are worth more than that.

There is much talk of growth. No growth has equalled the development of San Francisco during the past twenty-four years when one takes into consideration the destruction that was laid upon it in 1906. The half billion capital that was wiped out has been replaced and, probably another half billion added to it or more, until San Francisco stands a three billon dollar city dominating the trade, finance and commerce of the Pacific Coast and the Pacific Ocean. There is in this growth and development the courage, the heart, the blood and the lives of San Franciscans,—and, the hope

for even a greater metropolis.

More than 14,700 ships passed in and out of the Golden Gate laden with wealth during 1930. More than 212,000 cars were loaded in and out of San Francisco during the same period. The value of the total commerce of San Francisco Bay reached the stupendous total of \$2,488,748,010 in 1929, an increase of \$231,000,000 or 10.2 per cent over 1928. In 1929 the grand total of all commerce was 47,076,540 tons, an increase of 14.7 per cent over 1928. The total foreign commerce was 5,442,596 tons valued at \$655,717,102. Today San Francisco ranks second only to New York in the total waterborne commerce of the port. It is the termini for 165 steamship lines of which 102 make regular callings. Four transcontinental rail lines make the city their termini and negotiations have been completed to bring in the fifth.

While commerce has always been an established factor in the city's growth, the industrial and financial development has prac-



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tically all taken place since 1906. Here on the shores of San Francisco Bay is now building a great industrial and financial center of the regional West. San Francisco is on the median lines of Pacific Coast population, industry, agriculture and finance. Sixty per cent of the resources of California are in San Francisco's central coast area. More than 16,100,000 acres are tributary to the San Francisco Bay area. Two-thirds of California's total agricultural output of \$547,000,000 are produced in this area. San Francisco has a per capita wealth of \$4,975. With the close of the year, there were more than 2,100 industries manufacturing aggregate products valued at nearly a half billion dollars. This output for one year was equal to, if not more than, the entire investment destroyed in the disaster of 1906.

San Francisco has been made the financial center of the West as a result of those institutions which have centered their operations here. Fifteen hundred national firms have established western headquarters in San Francisco. The Federal Reserve Bank of San Francisco is the headquarters of the Twelfth Federal Reserve District, now the fourth largest district in the Nation. One of the major regional Stock Exchanges in the United States is maintained in

San Francisco.

San Francisco offers the finest cultural and educational opportunities—splendid schools, churches, theaters. Within an hour's drive of the city are to be found the University of California, Stanford University, St. Mary's College, Santa Clara College, Mills College and many other private schools and military academies.

The city affords every recreational advantage and life—has ninety parks and playgrounds, including the famous Golden Gate Park. There are fourteen golf courses and the climate is such that

sports of all kinds are enjoyed the year round.

San Francisco is the center of travel to the Orient, the Canal Zone, the Hawaiian Islands, Alaska and the Evergreen Playgrounds, and within a few hours' travel are many California wonder spots such as Yosemite Valley, Lake Tahoe, Mt. Tamalpais and Muir Woods, Feather River Canyon, American River Canyon, Mt. Shasta, Mt. Lessen, Redwood Highway, Del Monte, Carmel, geysers, hot springs, petrified forest, and many other resorts and places of rare beauty.



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4—Early Bird Tour—1 Hour. \$1.00 Daily 7:30 A. M. 5—Seattle by Land and Water—4¹/₄ Hours. \$3.50 Daily 9 A. M. and 1:45 P. M.

6—Suburban Special—5 Hours. \$5.00 Daily 1:13

All Tours are Operated from June 15 to September 15, Inclusive, Except Tour 1—All Year Tours 2 and 3 Operated at Any Time for a Minimum of Four Full Fares.

SEATTLE, WASHINGTON The Land of Green, White and Blue

By SARA WRENN

In the northwestern corner of the United States there is, within an area of some two hundred square miles, a combination of snow-clad peaks; green forest ranges, merging into purple and blue; island-dotted sea; lake and stream, that is unique not only for its grandeur but for its infinite variety.

Here, where the Japanese Current, sweeping in from the Pacific Ocean, warms and tempers, and towering mountains guard protectingly on the east, there is always verdancy and always flowers.

It is the Evergreen Playground—the Charmed Land.

When Juan de Fuca, alleged Greek emissary of Spain, stumbled upon the entrance of Puget Sound more than three hundred years ago, we are told that he "sailed for more than twenty days, passing many islands," all of which, since sail without wind is slow, might suggest that the doughty Don was less mythical than subsequent history has attempted to prove. Another two hundred fallow years, and in 1792 Captain George Vancouver, navigator, explorer and diplomat for the British Crown, sailed in with his two sloops-of-war. Following close thereafter came the path-makers—the factors and fur traders of the Hudson Bay Fur Company, and in due course the courageous men and women, who endured the hardships, privations and dangers of unknown desert and mountain wilderness that an empire might be founded.

This is the setting and the historic background of Seattle, the beautiful metropolis of close to four hundred thousand inhabitants, which each year grows in popularity as a Mecca for the tourist.



Seattle's history, like that of her background, has romance and glamor. Settled first by a little group of men and women, who landed of an Autumn day on the southern embracement of Elliott Bay, their optimism led to the name of New York. The fur traders laughed and called the settlement Alki-By-and-By, and eventually, when moved to the head of the bay, the future city was christened Seattle, in honor of the Indian chief who had so often befriended.

Cut off from the rest of the world by the heavy forests that later proved her greatest asset, Seattle's first highways were waterways, and from that fact grew the little mosquito fleet of carriers to local points that has since grown into the great liners that ply from her port to the far ends of the earth. Today Seattle's railway lines, air routes and fine motor roads reach out in every direction, tying with cities, resorts and points of interest sufficient for the entertainment of weeks and even months.

Progressive and aggressive, the metropolis of the Pacific North-

west has hewed her way through all obstacles.

So it was with her great fresh water harbor, when early in her history report was made to then Secretary of War Jefferson Davis that Lake Washington could be utilized for an unparalleled navy port. It took Seattle's builders more than sixty years to get that fresh water harbor, but they succeeded, as witness the eightmile canal, with locks second only to those of Panama, which today connects Lakes Union and Washington with the waters of Puget Sound.

When of a bright sunshiny day, in 1897, the steamship Portland put into port with sixty bearded miners and a "ton of gold" aboard, Seattle as Alaska's gateway and as the nearest United States seaport to the teeming Far East, came into her own as one of the

world's great seaports.

In this City of the golden rim there is something for all inclinations. No matter for how short a period there is art for the artistic, libraries for the intellectual—a great university, the beautiful campus and fine architectural buildings of which are in themselves an inspiration. For the athletic and outdoor-minded there are many bathing beaches, both salt and fresh water; golf courses, green and beautiful at all seasons; tennis courts and bridle paths, a cruising waterway that covers 1,400 miles of fascinating bays and inlets, and a network of motor roads that are without compare.