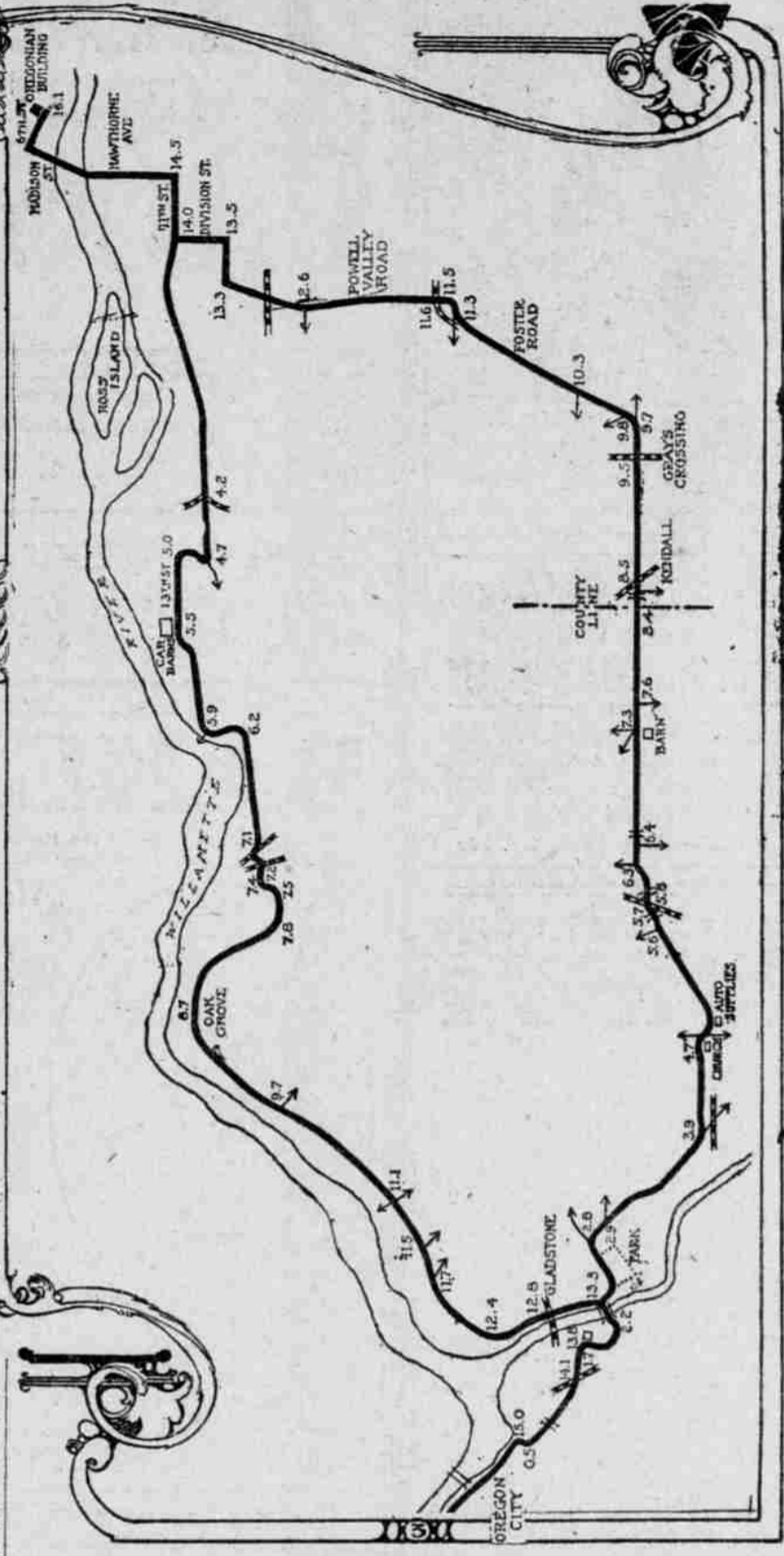
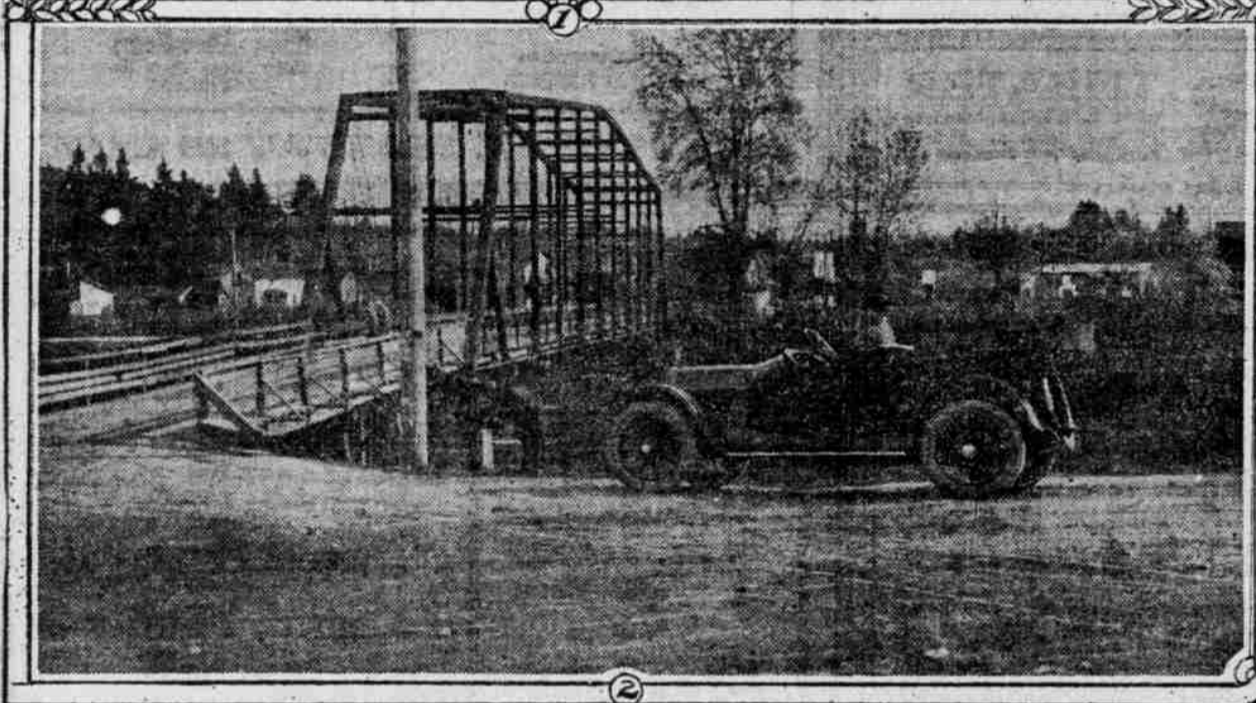


THE OREGONIAN'S ROAD CAR GETS DATA ON OREGON CITY RUN

Pacific Highway on West Side of River in Poor Shape, So Trip Going and Returning Is Via Different Routes on East Side—Although Run Is Made on Rainy Day, Roads Seem Well Dried Out—River Route Preferred, Owing to Picturesque Scenery and Surroundings.



BY WALTER GIFFARD.

ON account of the numerous demands for information of a reliable nature as to the best route at this time of year, the trip to Oregon City was taken last week by the Mitchell car, in which all The Oregonian's road information trips are made.

At the outset it may be well to explain and to give a broad warning. There are two routes that the average man will tell you to take. He will say "go by the west side of the river and come back the east side or vice versa." And you will pick your four-wheeler and act on his advice, or you would be likely so to do.

This is where the warning comes in. The Pacific Highway on the west side of the river is in poor shape. At Oregon City they told us (when we had intended to start back via the west side of the river) that there was a lot of fresh rock, that crushers were at work and that the road in general as far as Oswego was in poor condition. Consequently we came back again on the east side, though by a different route, since we had recrossed the Clackamas.

For our outgoing route to Oregon City we selected the east side river road, a road that runs through Selkirk and Milwaukie and then hugs the river practically all the way, bearing round to the left where the Clackamas runs into the Willamette. It is the more picturesque of the east side roads, as the banks of the Willamette afford pleasing and changing scenes, though it is not as delightful as the west side route would be were it in good condition. For our return route we came back through Clackamas and Lents, then down the Foster road, leaving the more usually followed road on the left shortly after crossing the Clackamas River.

Trip Taken After Rain. The trip was taken last Tuesday, after two or three heavy showers of rain. These had not made the slightest appreciable difference to the roads, which were dry the whole distance and had not a single wet or damp mud hole, though there were evidences that there had been many impossible spots before the rainy season had stopped.

Taken as a whole the river road is a earth road after passing the Multnomah County line, with one good stretch of new macadam with some (not many) short stretches of bumpy, rutty road, not long enough to tire the driver or the passengers, followed by good distances of some good traveling. The return road through Clackamas, the more traveled of the two, has more macadam, but it is more bumpy and uneven; the Foster road being as cuppy, for instance, as the Rose Line road, and badly laid.

Neither road is as good as the Powell Valley road, and the river side route is the better of the two. If there is any extended rain both roads will present some objectionable spots, but they have not yet so rapidly and apparently so thoroughly this year that it will take a lot of rain to make them really difficult.

Up to date, with C. L. Hows at the wheel, we have not had to change a tire or stop for anything at all, mechanical troubles so far being an unknown quantity.

Cut Out Trips Suggestion. The following suggestion is offered to readers of The Oregonian. Cut out the trips and the notes as they appear in sequence and paste them in some notebook or old magazine and carry them along on the trips. A newspaper is too liable to blow away or become unwieldy in anything but the calmest weather. The trips will be numbered and road conditions as they come in from week to week will be given under the heading Route No. 1 or Route No. 2, and so on.

Route No. 2. The Oregonian to Oregon City. (Outgoing by East Side River Road.) 0.0—The Oregonian. South on Sixth street. 0.1—Turn left on Madison street across Hawthorne bridge onto Hawthorne avenue. 0.2—Pass garage on right (1.4). 1.0—Turn right onto Elsworth street. 1.1—Carline ends (turning good to right and left). 1.2—Turn sharp right (almost back) on Nehalem avenue and then again. 1.3—Turn left on East Thirteenth street. 1.4—If preferred, car turns right on Malden avenue rather earlier than Nehalem avenue and then left onto East Thirteenth street, but no sooner, as car track is not finished on last named street as yet. 1.5—Sellwood carmine. Bear left into Golf Park, where keep bearing to right until macadam, which is "fillow." 1.6—Turn sharp left (road to right crosses track at Ardour and leads to Waverly Clubhouse). 1.7—Turn right onto Milwaukie road. 1.8—Pavement begins again for half mile.

1.1—Pass under Southern Pacific trestle. Dangerous slippy a turn. 1.2—Cross Oregon City Railroad. Then up hill. 1.3—Turn left. 1.4—Turn right. Good new macadam begins. 1.5—Bear left. 1.6—Oak Grove road to left; Oak Grove on left. 1.7—Down rutty hill. 1.8—Turn right at left to Concord, etc. Avoid. 1.9—Short hill. 1.10—Turn left at left to Jennings Lodge. Rut road at right. Avoid both and keep straight on. 1.11—(Road at left to Meldrum Station, etc. Avoid). 1.12—Turn right (avoid road at left). Then swing left. 1.13—Cross Southern Pacific Railroad line up sharp little hill. 1.14—Green Point garage on left. 1.15—Cross creek bridge. 1.16—Pass under Clackamas Southern trestle. 1.17—Turn right at foot of hill and under Southern Pacific Railroad, up sharp little hill. 1.18—Turn right on Main street. Oregon City garage on left (12.1); Miller garage on right (12.5). 1.19—Oregon City.

Oregon City to Portland (The Oregonian). (Return route via Clackamas and Lents, 16.1 miles.) 0.0—Oregon City. Return on Main street. 0.1—Turn right. Pass under trestle. 0.2—Turn left. 0.3—Cross creek bridge. 0.4—Green Point garage on right. 0.5—Cross Southern Pacific Railroad, up sharp little hill. 0.6—Turn right, with red brick building on left. 0.7—Avoid poor road and railroad crossing at right. 0.8—Turn right over red wagon bridge. Junction with river road, which is at left. 0.9—Pass Clackamas Park and dome building on right (Cladstone on left). 1.0—Cross creek bridge. 1.1—Turn right on Clackamas River with railroad crossing in sight. 1.2—Turn right at Clackamas church, then right to Clackamas River. Clackamas Auto Supply on right.

PRESENT ROAD CONDITIONS. Outgoing Route—River Road. 0.0—Oregon City. Return on Main street. 0.1—Turn right. Pass under trestle. 0.2—Turn left. 0.3—Cross creek bridge. 0.4—Green Point garage on right. 0.5—Cross Southern Pacific Railroad, up sharp little hill. 0.6—Turn right, with red brick building on left. 0.7—Avoid poor road and railroad crossing at right. 0.8—Turn right over red wagon bridge. Junction with river road, which is at left. 0.9—Pass Clackamas Park and dome building on right (Cladstone on left). 1.0—Cross creek bridge. 1.1—Turn right on Clackamas River with railroad crossing in sight. 1.2—Turn right at Clackamas church, then right to Clackamas River. Clackamas Auto Supply on right.

Return Road via Clackamas. 0.0—Oregon City. Return on Main street. 0.1—Turn right. Pass under trestle. 0.2—Turn left. 0.3—Cross creek bridge. 0.4—Green Point garage on right. 0.5—Cross Southern Pacific Railroad, up sharp little hill. 0.6—Turn right, with red brick building on left. 0.7—Avoid poor road and railroad crossing at right. 0.8—Turn right over red wagon bridge. Junction with river road, which is at left. 0.9—Pass Clackamas Park and dome building on right (Cladstone on left). 1.0—Cross creek bridge. 1.1—Turn right on Clackamas River with railroad crossing in sight. 1.2—Turn right at Clackamas church, then right to Clackamas River. Clackamas Auto Supply on right.

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(5.0)—(Road at left to Milwaukie). 5.1—Little bridge. 5.2—Cross Southern Pacific Railroad track, then little bridge again. 5.3—Up hill, bearing left. Sharp curves and very bumpy. 5.4—(Rut road on left. Avoid). 5.5—(Rut road on right. Avoid). 5.6—Bridge. 5.7—Three fork road with big red barn on right. Avoid both left forks and keep straight on. (Rut road past barn on right). 5.8—(Rut road to right). 5.9—Cross county line from Clackamas into Multnomah. 6.0—Bridge over Johnson Creek. (Avoid road at right). 6.1—Railroad crossing at Kendall station. 6.2—Cross roads, Lents. Keep straight on. 6.3—Gray's Crossing. Mount Scott carline. 6.4—At Eighty-second street Southeast, turn left onto Foster road. 6.5—Keep to right at fork. 6.6—(Road back at left. Avoid). 6.7—Pass carline station, Kern Park (10.2). Artists (10.6). Stewart (10.9) and Myrtle Park (11.0), all on left. 6.8—Norden's auto supplies on right. 6.9—Turn left at Fifty-second street. 7.0—Turn right on Powell Valley Road. 7.1—Bad street crossing. 7.2—(Road at left to Kennilworth). 7.3—Thompson's garage on right. Turn right on Twenty-first street. 7.4—Turn left on Division street. 7.5—Turn right on Elsworth street. 7.6—Turn left on Hawthorne avenue over Hawthorne bridge. 7.7—Turn right on Sixth street, reaching Alder street and 15.1—The Oregonian.

SALEM, Or., March 28.—(Special).—Motor vehicle registrations are being made much more promptly by motor vehicle owners throughout the state during the current year than during previous years since the law providing for the registration of motor cars was enacted in 1911. Including today's registrations approximately 16,370 motor vehicles and 1966 motorcycles have been registered, while during the corresponding period last year the total registration aggregated 7764. Under the law of 1911 providing for the registration of dealers, 73 registrations have been made during the current year. Approximately \$43,500 was returned to the counties of the state in proportion to the registrations from each during the year 1913, for the improvement of the county roads, and on the basis of the current registrations the amount to be returned to the counties for the same purpose at the end of the present year will approximate \$58,000. From March 1 to date, 2996 applications have been filed, showing an average of considerably more than 100 registrations for each day of the month and it is not unlikely that they will exceed 3000 in number by March 31. The registrations for 1914, including motor cars and motorcycles, undoubtedly will reach between 17,000 and 18,000 for the current year. During the year 1913 the total registrations numbered 12,950, while for the year 1912, 12,195 registrations were made. Since the advent of the code weather applications for registrations have increased so materially that it has been

country, and by the time the cars are ready they will probably be represented in all the important cities and towns of the entire country. The factory at Buffalo, N. Y., will supply the trade east of Denver, while the West Coast and Southwestern states will order their cars direct from the home plant here at Compton. The Bright Side. "Will I recover, doctor?" inquired the pedestrian who had been run over. "Surest thing you know!" replied the ambulance surgeon. "The fellow who owns the auto is a millionaire."—Judge.

AN INTERESTING RACE. Three cars were entered in a race. Two had a minute's start. And, though they set an awful pace, They soon fell far apart. For hours round the track they scissored to and fro. You couldn't tell which was ahead. Nor one car from the other. With flying dust the air grows dense. Crash! There goes a tank! A car went skidding through a fence And overran the b a n k. Amid it all two cars tore on. Each round the wreck did swerve. But one went clean through Perkins' barn, Describing quite a r u v e.

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AUTO OWNERS PROMPT

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AUTOS WILL SCALE ANDES

Bolivian Transportation Concern Buys Four White Busses.

Motorists who have experienced the difficulty of proper carburetion and cooling in driving their cars at extremely high altitudes will be particularly interested in the sale of four White motor busses which are to be operated at an elevation of 17,000 feet in Bolivia. The purchaser was a transportation company which has established a bus line between Fozes and Sucre, two cities which are separated by a mountain range whose only pass is considerably higher than the tallest peak on the American continent. While the distance between the two cities is not great, the run consists of a constant grade with many steep pitches requiring exceptional power and cooling efficiency. After investigating trucks of many different makes, the purchasers selected the White 1500-horsepower chassis with six-cylinder 60-horsepower motors.

California Club Plans Big Event.

What promises to be the largest motorcycle event ever held in California is being arranged for April 19 by the Capital City Motorcycle Club, of Sacramento. A programme of races will take place at the fair grounds, and it is expected that at least 4000 visitors will attend. Tours are being arranged from many cities of the state, to center in Sacramento, and awards are offered to the largest representation of motorcyclists riding from any one city to the meet. A prize is also to be given the motorcyclist who rides his machine the longest distance to attend the event.

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