

NEW LOOP TRIP IS HIGH IN INTEREST

Autoist Finds Many Scenic Delights in Tillamook-Portland Drive.

ROADS ARE GOOD ALL WAY

Route Along Beach to Seaside and Over Highway to Portland and Back by Grand Ronde Is Great Two-Day Run.

(Automobile Editor's Note—Following is the complete log of a trip over the new Tillamook loop written by W. S. Raker, who made the 300-mile journey week before last. The accompanying map shows the entire loop from Portland to Tillamook to Portland via Astoria and Seaside.)

BY W. S. RAKER. TILLAMOOK, Or., Sept. 2.—(Special.)—Wednesday of last week we learned that the Clatsop County road to Tillamook via Astoria and Seaside had been completed. The last spike had been driven in the new bridges that span the north fork of the Nehalem River and the last link in the new Pacific Highway and Columbia Highway, or the Portland-Tillamook loop, was ready for auto traffic and should be charted at once for the convenience of the tourist public who want a route to the ocean without coming back the same road.

E. J. Clausen, of the Tillamook Commercial Club, and I decided to chart the road at once. Thursday morning at 5:49 we left the Tillamook Hotel. As the dining room was not yet open, we decided to breakfast at Neah-kah-nie Inn, the famous beach resort at the mouth of the Nehalem River, owned and operated by S. G. Reed, former president of the Portland Chamber of Commerce, and Mrs. Reed, whose reputation as a beach resort hostess is second to none of all the Pacific Coast hotels.

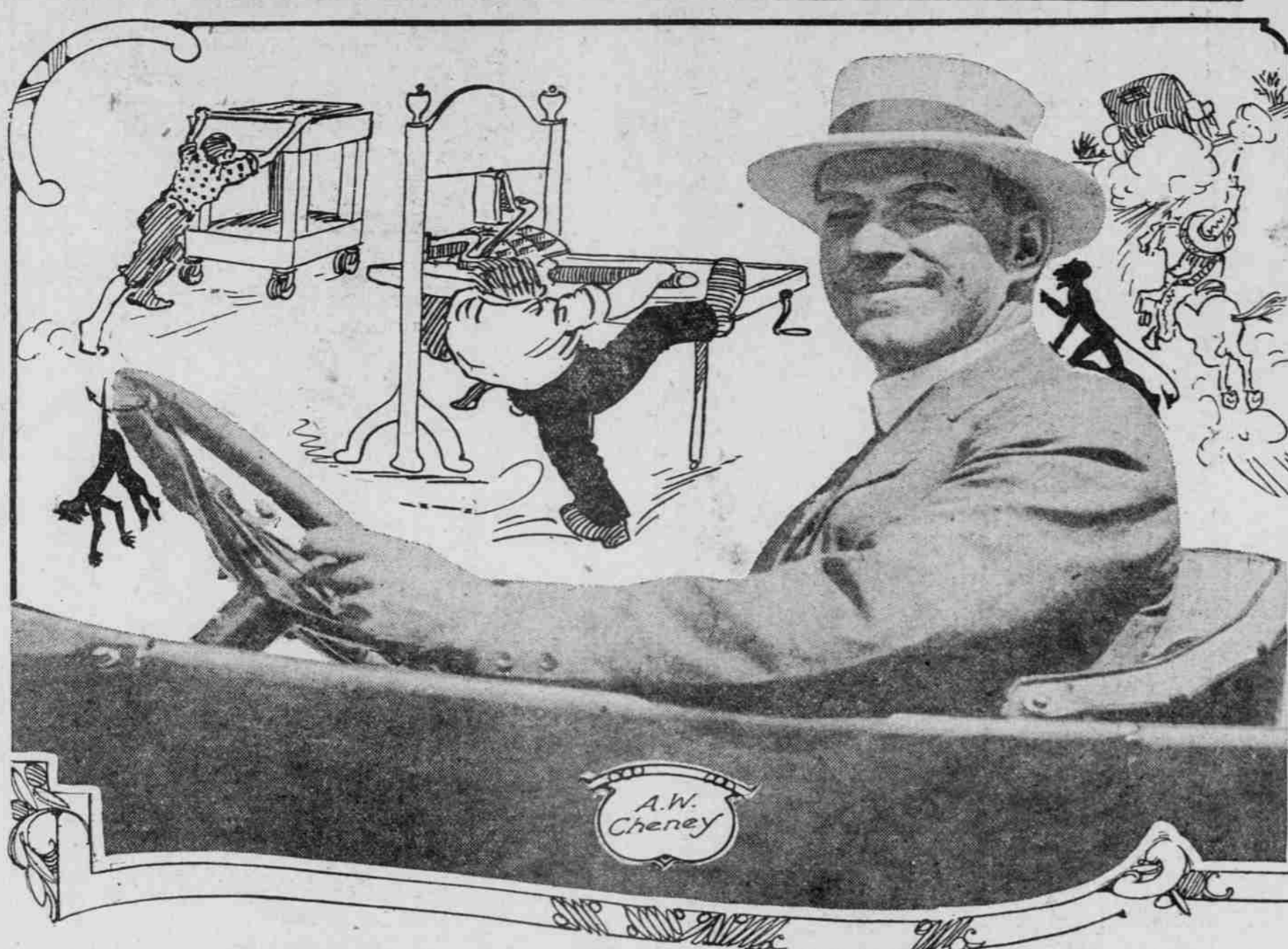
We reached the famous inn at 7:45 and our speedometer indicated just 30 miles, after having had a glorious view of the ocean while skirting Tillamook Bay and having passed Bay City, Hoquiam and Miami. Leaving Gearhart, Bar View, Twin Rocks, Rockaway and Lake Lettie to our left and driving up the beautiful beach to the mouth of the Nehalem River, we passed the town of Neahalem City, which Henry Tohi founded 40 years ago when the Tillamook Indians were a thriving tribe, who fished and hunted in the waters of the bay and adjacent mountains unincorporated. The scenery is so beautiful as to be scarcely noticed by the Indian village and an ancient squaw weaving baskets from the reeds and rushes on the banks of Tillamook Bay as we passed it near the mouth of the Miami River.

Neah-kah-nie Center of Loop.

Neah-kah-nie, we discovered, is almost the exact center of the Portland-Tillamook 300-mile loop and is a half-way house between the two cities. In fact, the four Henry L. Pitcock, the founder of The Oregonian, and a party of his family and friends guests at the inn. We drove down the beach in front of the inn and across the beach a mile south and east and returned to the highway through the mountains back to the mouth of the Nehalem River to the Clatsop County line, a distance of ten miles from the beach. The road is a mix of gravel and dirt, and so nearly level that we drove on the high all the way. From this point, the road is graded but not leveled. From here to the first bridge is 3.7 miles, a part of which is corduroy and the balance somewhat better, but in all grades and one of the most scenic spots on the entire route. The bridge is 120 feet long. The timber or stringers are hewed logs in single sticks, and the road below, with Christmas fern, shrubbery and moss on the sides of the canyon, is neatly arranged as though planted by a landscape gardener or the Portland City Park florist, with the clear sparkling waters of the river below and the overhanging shrubbery both above and below the bridge that motorists should stop to inspect and admire.

Divide Is Crossed. A short distance above the bridge we reached the summit of the divide between Clatsop County Highway grade and then down the other side we soon reached the headwaters of the Neahalem River. Just six miles from the high bridge we came to the road. Mist-Seaside road, which is solid and gravelled, but narrow and crooked, and down, this river through a mighty forest of tideland spruce, 65 miles to Elk Creek-Cannon Beach road, then 4.5 miles to the arch of welcome that spans the road to Dan Moore's hotel at Seaside, where we lunched at noon, having stopped en route several times to kodak some particularly interesting scenery and an hour for breakfast. We consumed five hours driving the 65.6 miles from Tillamook City to Seaside.

Prominent Who Motor



A. W. CHENEY, superintendent of the Pacific Stationery & Printing Company, has just returned from an extended trip through California and as far south as Tia Juana, Mex.

The one trip alone was good for around 2800 miles and during the journey he took several side trips to the various beaches and resorts along the way. He was accompanied by Mrs. Cheney

and their son, Orin. Mr. Cheney, in his newly acquired Chalmers, loses no time from engine trouble, nor does he suffer from punctures or blowouts. He has made many trips over the

Columbia River Highway. He has taken several trips around Oregon and now that he has a new Chalmers from the H. L. Keats Auto Company he plans on making more use of his car.

the Commercial Club with County Commissioners and members of the Auto Club, we left Portland for Tillamook on the last leg of the loop via the Terwilliger Boulevard, Bertha, Rex-Tigard road to Newberg, thence via Dayton to McMinnville, Sheridan, Willamina and the Grand Ronde Indian Agency. Dolph, Hebo or Three Rivers, Beaver and Hemlock to Tillamook in time for a late dinner at the Tillamook Hotel, a distance of 109 miles, which included a detour, on account of a new bridge and grade on the Rex hill just east of Newberg.

The Dolph tollgate road will be closed as soon as the new Sour Grass road is completed early in September. This new road is nearly level, less than 4 per cent grades. The grading and bridges are completed and the paving or rocking is nearly completed. And the Grand Ronde Indian Agency, road is much improved, thanks to the Yamhill County Commissioners. The road as a whole is safe, solid and with the slight exceptions noted, is a splendid motor road all the way. Second only to the Columbia Highway up the Columbia in beauty and grandeur with its beautiful Willamette Valley, its mountains and river scenery, and the ocean and beaches—without question the most interesting two-day motor trip in Oregon or America.

This trip was completed without a puncture, blowout or moment's delay on account of either the car or the road, and we burned just 15 gallons of

gas and two quarts of oil. The 300-mile trip was completed at a fuel cost of \$3.30 in our 1914 model Ford.

Table titled 'Tillamook Loop' showing distances in miles between various locations like Tillamook, Astoria, Seaside, etc.

Total mileage of loop.....298.3

Douglas Road Is Worst. ROSEBURG, Or., Sept. 2.—(Special.)

John Worley, who returned here recently after an automobile trip across the continent, says Douglas County has the distinction of having the worst piece of road he encountered. The road in question, he says, is in Pass Creek Canyon and is a part of the Pacific Highway. Mr. Worley and family made the trip East by train. They later purchased an automobile at Pittsburgh and returned home in their car.

FOUR WOMEN MAKE AUTO TOUR. Girl Driver Pilots Car Over Duns-muir-Redding Stretch.

DUNSMUIR, Cal., Sept. 2.—(Special.)—Mrs. A. W. Fisher and three daughters, from Corvallis, Or., are completing a tour through California. They arrived here from the south last Wednesday. The four women are traveling without masculine aid, and a girl about 18 has driven the machine all the way. Some of the roads encountered have been almost impassable, but the quartet managed to make them all. They have had no trouble with their car thus far. They expect to return to their home by way of Eastern Oregon and the Columbia River Highway. This is believed to be the first girl driver who has driven alone between Dunsuir and Redding, Cal. The party has been in Tia Juana, Mexico, since leaving the home of the Oregon Agricultural College.

AUTO PARTY IS BACK

Cheney Family Makes Coast Tour Down to Mexico.

OREGON TROOPS VISITED. Worst Roads and Grades Found Between Dunsuir and Redding, Tent Attached to Machine Used in Camping Out.

Mr. and Mrs. A. W. Cheney and son, Orin, returned Tuesday from a trip to San Diego by automobile. The round trip was made in 12 days, and 2900 miles were covered. Stops of a day in San Francisco, another day in Los Angeles, and four days in San Diego and the Murietta Valley were made, leaving 22 days in which traveling was done, or an average of 131 miles a day.

The trip was made in a "6-49" Chalmers and 80 gallons of gasoline were consumed, making an average of over 14 miles a gallon. Eight gallons of cylinder oil was used in 24 to 25 hours. The car, loaded with camp equipment and passengers, weighed over 4500 pounds, and the 14-mile average is considered a very good performance, considering over one-third of the trip was over mountain roads and long grades.

The first day out 158 miles were made on seven and one-half gallons of gasoline, an average of 20 miles a gallon. This was the longest stretch of good road in Oregon. From Cottage Grove to Medford the roads are more or less rough, but between Medford and Dunsuir, Cal., the roads are average dirt roads and good time can be made.

Between Dunsuir and Redding are the worst roads and grades on the entire trip. From Redding to Oakland good time can be made on a stretch that includes about 200 miles of pavement. Between San Francisco and Los Angeles, via Bakersfield, the road is nearly all paved and good time can be made the entire distance. The auto averages make the trip in 24 to 25 hours.

From Los Angeles to San Diego on either route the roads are good, and about two-thirds paved. A trip was made to Tia Juana, Mex., and the soldier camps on the border. The Mexican town was "wide open" and all kinds of gambling games were running. The Oregon boys had moved their camp to Imperial Beach and now had very sanitary and nicely located quarters about a half mile from the ocean. The hospital tent was nearly empty, which spoke for itself.

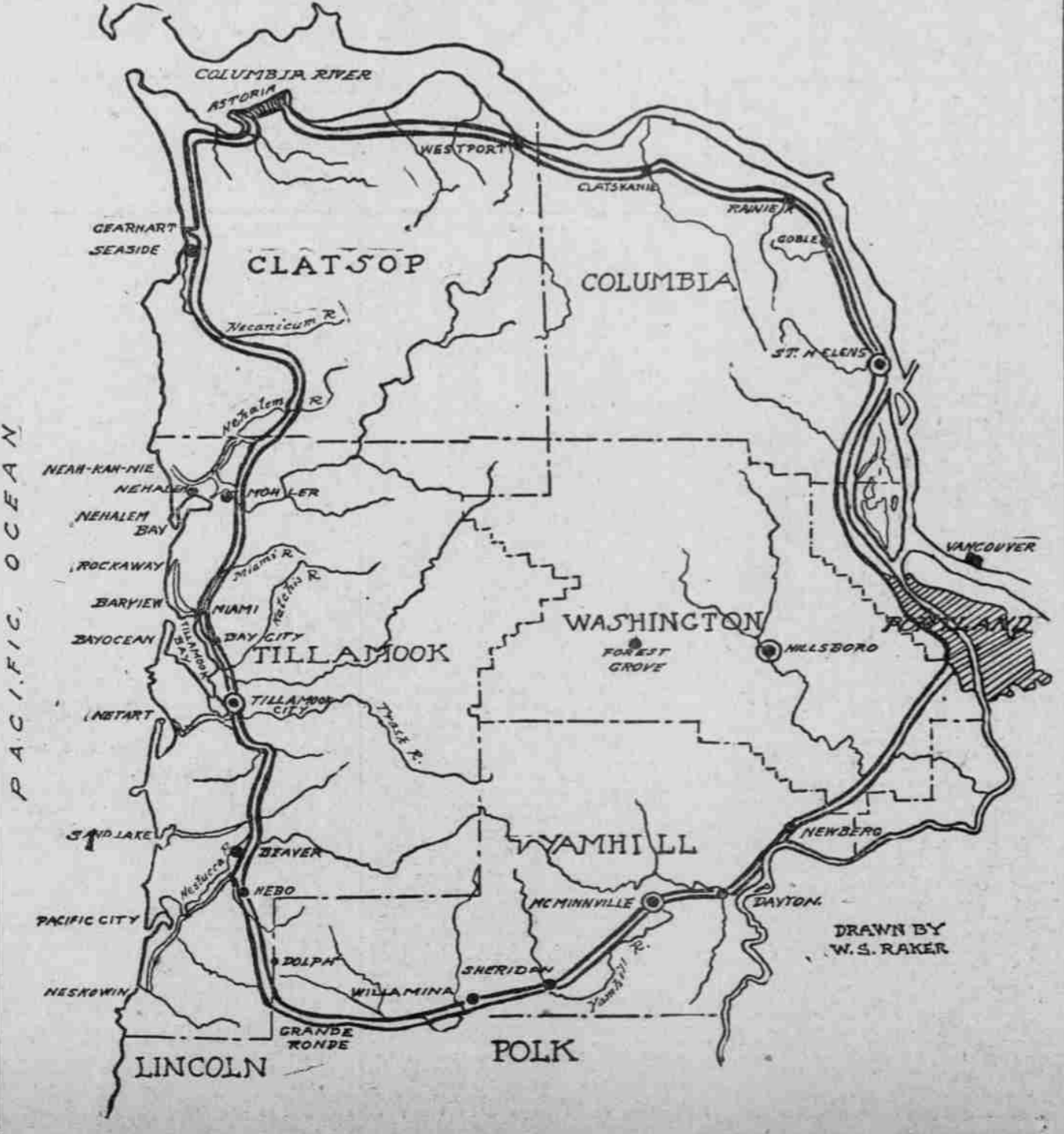
The return trip to San Francisco was made via Santa Barbara and took three days, instead of two going, on account of rough roads. Detours were made necessary by new road construction. The return trip from the bay was made over the same road as the outgoing trip. On puncture on the outgoing trip and five on the return trip, accompanied by a few minor troubles, delayed them a couple of hours altogether.

An auto tent attached to the machine was used for sleeping purposes when outside of cities, and camp meals were features nearly every day.

6-DAY, NO-STOP RUN IS MADE. Scripps-Booth Car Averages 30 Miles Per Gallon of Gasoline. Scripps-Booth stoutness and economy have again been convincingly demonstrated by James A. Nisbet, who made in Denver a six-day non-stop run with a 1917 four-cylinder Scripps-Booth roadster.

For the first two days of the run the car roamed only through the streets of Denver. Then it made for the hills and mountains of the surrounding territory. Here the advantage of Scripps-Booth scientific light-weight construction was marked. It was not necessary to pick

MAP SHOWING THE NEW OCEAN CIRCUIT WHICH WAS OPENED UP FOR TRAFFIC RECENTLY.



DRAWN BY W. S. RAKER

Advertisement for Warner Prairie Schooner, featuring a photo of the boat and text: 'Summer Touring Enjoyment is Not Complete Without a Warner Prairie Schooner... For a Day's Outing or a Vacation Tour... Price \$230.00... Agents in Oregon Wanted... Northwest Buick Company Distributors SEATTLE'

certain roads, as is the usual practice. The Scripps-Booth had power in plenty to plow through mud and sand and to make the steepest grades without difficulty, because it carried 400 to 600 pounds less weight than the average car of equal power rating. At the end of six days the Scripps-Booth had covered 1942 miles of city streets and mountain trails, without a moment's rest for the motor.

Another advantage of Scripps-Booth light weight was shown in the economy of fuel consumption. Only 63 1/2 gallons of gasoline was consumed, making an average of 30.58 miles per gallon—a truly remarkable record, considering the nature of the travel outside of Denver.

Tourist Lands Tires. Miss Claire Rochester, vaudeville favorite and musical comedy prima donna, recently made the trip from Coast to Coast in an Apperson Roadster, equipped with Goodyear tires. Miss Rochester attributes her successful trip largely to the splendid performance of the tires, no trouble having been experienced.

Johnny Junior Auto Prospect. Johnny Junior, professional at the Tuatlatin Country Club, is expected to get in line with the automobile owners in the very near future. He was an interested spectator at the recent automobile show in the Meier & Frank basement balconies, and it was impossible for him to get away from the new Ford. He is a "live" prospect, because he hates to have to wait for the trains to bring him to Portland, and he wants to come here whenever he feels like it.

Crude Rubber Industry Grows. A Goodyear Tire & Rubber Company Company expert announces that about three times as much crude rubber is received from the plantations of the East as from the forests of South America. Ten years ago but a small fraction of the supply was derived from this source. Plantation or cultivated rubber comes free from dirt and is less expensive than the South American product.

AUTOMOBILE INFORMATION

- Automobiles: CHALMERS, CHANDLER, CHEVROLET, FORDS, FRANKLIN, GRANT SIX, HAYNES LIGHT SIX, HUPMOBILE, NATIONAL SIX & TWELVE, OLDSMOBILE. Accessories: BALL BEARINGS REGROUND, SPEEDOMETERS, STORAGE BATTERIES.

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