

PLAYGROUND FOR WINTER IS URGED

Rare Opportunity for Outdoor Sport in Cold Season at Mount Hood.

BIG ICE POND POSSIBLE

L. F. Fildmore Says Road Could Easily Be Kept Open at All Times—Berries Plentiful at Many Places.

Portland can have a Winter playground, with skating on outdoor ice, and tobogganing and skiing and all that has drawn many people to other places hundreds of miles from the nearest city.

The only charge for this big feature will be the effort expended in getting to Mount Hood in the winter. Formerly this was a considerable undertaking, but since practically every bit of the Marmot road has been planned the drive now can be almost as easy as that out over the Columbia Highway.

Mr. Fildmore kept the road open one winter just to show that it could be done, and it could be done again just as easily. All he did was drive a team over the road every day, breaking up the snow as it fell, while trying to give it a chance to pile up and block the road.

Ice Pond Possibility. It is now freezing at Government Camp on clear nights and in a few weeks the temperature will be below the freezing point practically every night. That would make it possible to divert a stream of water and create an ice pond any time, and snow can be expected any day.

Trucks, Nev., across the border from California, is said to have more visitors from San Francisco annually than Portland has in the whole summer. People go there for one reason—because of the snow and enjoy outdoor sports.

C. M. Menzies, of the Northwest Auto Company, who drove the Marmot road last Sunday and found the Marmot road in excellent shape, even after the rains of the week before. Even in the worst weather conditions will be necessary, unless possibly one last short stretch near Minsinger is not planned before the rains set in.

However, the stretches which formerly blocked travel for most motorists are now planned with boards laid on hills that make the going so smooth that it is just like driving on the pavement. The last short part probably will be fixed soon because a big lumber mill just across the river at Brightwood is expected to operate all winter, and it will need supplies which can only be brought by auto.

Blackberry Bushes Loaded. This road to Mount Hood is now unusually interesting. Many families could make a Sunday trip out that way most profitable because of the numbers of blackberry bushes which fence the road every few rods.

Mr. and Mrs. Menzies have been helping Hoover and themselves very materially in this manner. They hitch up their auto to the bushes, start the engine and start for the mountains. When they find a place that suits, Mrs. Menzies and the other women in the party make camp while Mr. Menzies goes to town. A day or two later he goes out and gets them.

Usually the women can the berries right on the spot. The evergreen variety has never been more prolific than this year, and their quality is excellent for canning purposes.

Traces of the recent forest fires are to be seen from the road to Government Camp, and for the winter automobiles will not be able to approach Yocum Falls, which are near the main road about half way between Rhododendron and Government Camp. The trail is open and it is but a short walk from the road to the falls.

Rainier Trip Pleasant. David S. Stearns and party recently returned from an 800-mile tour of the Puget Sound region, and when they visited Tacoma, Seattle and Mount Rainier Park.

They report a very pleasant trip although the road conditions were merely fair. Mr. Stearns drove his Chalmers 6-30, 1916 model car, and made a very interesting test of its hill-climbing abilities.

Starting from Tacoma, the entire run to Mount Rainier Park was made on high gear, most sections of the road were encountered containing numerous "chuck-holes" and many sharp turns. Mr. Stearns, estimating that quite a few of the grades passed over ranged as high as 8 per cent, was greatly pleased with the consistent performance of his car.

DRIVE TO MOUNT HOOD PROMISES DELIGHTFUL OUTING IN WINTER AS WELL AS IN SUMMER.



Stretch of New Plank on Mt. Hood Road, Near Aschoff's.

HUGHSON DONATES CAR

ART OF CAMOUFLAGE WILL BE ENCOURAGED.

KinselKar Turned Over to Committee of Artists to Make It Look Like Part of Landscape.

In keeping with preparedness and to benefit by the many innovations adopted by the warring nations of Europe, a number of well-known artists have taken up the study of camouflage, the art of decorating a moving vehicle or any other object that it will not be visible to the eye at a short distance. Of such tremendous import is this art, that the Government has taken it under its wing, and the colony of artists who formed this society spread the study all over the country, until the Government took cognizance of the movement and absorbed all of the various societies under a Government department.

W. L. Hughson, president of the KinselKar branch, has donated a car to be used to spread this new study and art. A committee of three artists have been delegated to paint and decorate this car so that it will be an exact facsimile of the cars now being used by the allies along the various war fronts. Camouflage had its birth during the war. It is one of the consequences of the growing importance of the aeroplane in warfare. It is burbling, disguise and concealment of military things, the art of making them look like something harmless and uninteresting to an observer. The great bulk of this work is quite simple and consists in making batteries and equipment by means of obvious natural materials, such as trees, bushes, grass and rocks, making them look like harmless details of the landscape.

The KinselKar that is to be used all along the Coast is being painted with color patches, which suggests nothing except the surrounding earth, trees, wheat fields and sky, and will result in the car blending in with its surroundings. Only flat colors are being used to avoid all reflections, such as result in the use of varnish bodies. The upholstery is also made to harmonize with the painting on the car.

New Car Owners in County.

The following temporary police licenses were issued in Portland last week to the purchasers of new automobiles, pending the arrival of the official state license tags from Salem: J. S. Hicks, 10 Williams boulevard, Ford. F. L. Hammond, 952 Belmont street, Studebaker. L. A. Starr, 815 Hancock, Hudson. J. W. Draper, 445 Sherlock, Chalmers. F. E. Fowler, 1001 East Thirty-second street, North, Ford. F. Tanaka, Troutdale, Or., Route 1, Ford. R. S. Crawford, 500 Vancouver avenue, Marmot. E. V. Berwick, 507 Mississippi avenue, Ford. C. A. Burkhardt, Twenty-second and Merril, Cadillac. J. A. Foster, 5304 Sixty-eighth Southeast, Dodge. G. H. Hicker, Twenty-third and Marshall, Ford. J. Wehoffer, 1188 Division, Overland. Max Summers, 430 East Burnside, Oakland. H. Gierman, 287 Front, Ford. R. J. Davis, Corbett, Or., Studebaker. Portland Laundry Company, Portland, Or., Studebaker. E. Nowatny, 40 Broadway, Ford. E. B. Hagedorn, 170 Eleventh street, Dodge. C. D. Gill, 1259 Boston avenue, Ford. L. B. Hessel, Madison Park apartments, Velle. L. E. Meyer, 1111 Board of Trade, Dodge. M. Singer, 547 Clatsop, Ford. E. Tonkin, 153 Broadway, Studebaker.



Yocum Falls Near Mt. Hood Road This Side of Govt Camp

- L. L. Leadbetter, 723 East Nineteenth street, North, Ford. C. G. Price, 1409 Minnesota avenue, Ford. Goldie Gogel, 651 East Forty-sixth street, North, Ford. O. B. Komorov, Sandy, Or., Chevrolet. Balfour-Guthrie Company, Portland, Or., Dodge. Edith Wilkinson, 631 Thurman, Ford. J. B. Hodson, 630 Liberty, Ford. P. A. Wickes, Columbia River Shipbuilding Company, Chandler. Mrs. D. F. Bennett, 92 East Fifteenth street, Ford. W. Josslyn, 363 East Eleventh street, Dodge. J. B. Biderback, Corbett building, Franklin. Mabel Vetter, 2494 Ankeny, Overland. Broadway Dry Works, Portland, Ford. Voigt Cabby Company, Portland, Ford. P. Harrowitz, 231 First street, Ford. A. Klose, Lenox Hotel, Buick. E. E. Walling, Graham, Chevrolet. E. S. Olson, 20 Broadway, Ford. Western Transfer Company, First and Ankeny, Ford. D. L. Gholson, 363 West Watt, Oakland. J. B. Shea, Jr., Boston Packing Company, Ford. George Pueston, Estacada, Or., Chevrolet. J. J. Perkins, 1285 Hood, Sage. W. T. Harrison, 461 East Alder, Ford. C. L. Herrell, 414 First, Ford. G. E. Jackson, Ninth and Davis, Overland. G. N. Pease, 644 Medical building, Chandler. H. E. Harris, 174 East Water, Dodge. R. D. Evans, Roseburg, Chalmers. B. Frank, 5237 Foster road, Maxwell. H. M. Jones, 99 Front street, Reo. William Schumacher, 114 East Twenty-eighth North, Ford. K. O. Loans, Blake-McFall Company, Dodge. B. Dumas, 572 First street, Ford. J. Miller, 285 First street, Ford. Dr. C. G. Sabin, Selling building, Studebaker. W. Lange, 231 Main, Studebaker. George L. Hannum, Postoffice Station E, Ford. R. Bahberg, Beaverton, Or., Maxwell. L. M. Westcott, 273 Yamhill, Dort. Mr. Nord, Portland Hotel, Portland, Or., Chevrolet. Dr. G. E. Watta, 635 East Sixteenth North, Cadillac. W. G. Penneck, 880 Hamblett street, Studebaker. C. J. Pieper, 469 East Fifty-third street, Ford. F. S. Sins, 95 Front street, Overland. C. W. Cornallus, Cornallus Hotel, Ford. Fraser & McLean, 240 East Eighth street, Ford. K. G. Scherfen, 442 East Eleventh street, North, Ford. W. B. Clark, 2643 Forty-eighth street, North, Ford. E. J. Dixon, 105 Front street, Egin. Mrs. R. A. Davis, 658 East Broadway, Marmot. N. Hishop, 72 Sixth street, Maxwell. W. E. Finer & Co., 232 1/2 Stark, Ford. E. Sandberg, 74 East Twenty-fourth street, Buick. E. M. Newman, Oregon City, Or., Ford. Mrs. L. Ingersoll, 1748 East Yamhill, Franklin. William Mackenzie, 201 Lewis, building, Studebaker. F. Fisher, 785 Thurman, Ford. W. M. Knight, 812 Morrison, Oldsmobile. F. Blackwood, 1118 East Twentieth street, North, Chandler. F. D. Pinkerson, Orlando apartments, Velle. A. M. Beaver, 228 Alder street, Ford. R. E. Beall, 602 Sumner, Ford. H. W. Baker, 283 1/2 Third street, Ford. Mrs. Bernard Albers, 274 East Twelfth street, North, Cadillac. C. O. Thammington, 1555 Fremont, Maxwell. W. Jones, 209 East Forty-ninth, Ford. E. F. Corwell, Eagle Creek, Dodge. T. R. Wiles, 504 Spruce, Ford. Multnomah Fuel Company, 552 Hood street, Dodge. Mrs. E. E. Prettyman, Royal Arms apartments, Liberty. A. Hicks, 1135 East Twenty-second street, North, Ford. J. J. Demson, Dayton, Or., Chalmers. F. Welyra, 906 East Twenty-seventh street, Ford. T. Tojo, 494 Washington, Ford. H. Howe, Deurer apartments, Ford. A. L. Mills, 171 North Twentieth, Pierce-Arrow.

BARKER GOES OVER HIGHWAY

Counsel of Commercial Travelers Says Road is Wonder.

W. T. Barker, grand counselor of the United Commercial Travelers of America, upon his recent official visit to the local council, drove out on the Columbia Highway in an Elgin six. "My duties as a traveling salesman require me to do considerable driving, as I not only find it more convenient and cheaper, but quicker than the

train," says Mr. Barker. "I want to add my testimony to your wonderful Columbia Highway. It certainly is a wonder and a trip that I shall always remember with pleasure."

Mr. Barker represents an organization of about 50,000 traveling men in America.

Sometimes Men Who Has Had Car Loses Selective Judgment. "He who has owned a car previously is not necessarily better qualified to

select a new automobile than the utterly inexperienced one," is the conclusion of F. W. Vogler, of the Northwest Auto Company.

"I say not necessarily because a very large percentage of experienced owners, in buying a new and different car, seem to be possessed of but one idea, namely, avoidance of details that caused them dissatisfaction in the past. They are so intent upon seeing that the new car has something different that they neglect to check it up with the old car's good qualities."

"On the other hand, an equally large percentage of first buyers have studied the car question pretty thoroughly, getting the best impartial advice on all features of various cars, reading carefully the catalogue and comparing specifications with a judicious eye."

Track Meet Big Success. The second annual field and track meet of the Goodyear Tire & Rubber Company, at Seiberling Park, Astoria, O., on Labor day, is said to have been the most elaborate athletic carnival ever staged by any private corporation in the country. It far eclipsed the initial field meet of last year, both in attendance and general character of programme.

REO This From a Reo Six Owner to a Friend: "YES, I AM DRIVING a Reo Six and it certainly is a great car for the money—\$1385 f. o. b. Lansing, Michigan. "I GET 12 MILES to the gallon of gasoline and all the speed and pep that a fellow wants. "I CAN IDLE ALONG on high, choked down to two miles an hour. "REPAIRS ARE NIL—and she always responds. "VERY ECONOMICAL on oil and the vacuum feed is perfect. "THE ENGINE IS ENCLOSED and free from dirt and dampness. "CLUTCH AND BRAKES and gear shifting are absolutely perfection. "I HAVE RIDDEN IN practically every car on the market and prefer the Reo Six to any other make at the price." NOW THAT'S AN ACTUAL letter from a Reo Six owner to his friend, in reply to a query as to how he liked his car and whether he would advise the purchase of a Reo Six or one of several other makes the writer named. AND WE REPRODUCE the letter in its entirety—not "edited" to suit our needs. WORD FOR WORD as written the letter is here reproduced. WE COULD ADD that his tire consumption is less than it would have been were his car other than a Reo—but he doubtless felt he covered that item fully in his short but eloquent sentence, "Repairs are nil." SO WE WON'T TRY to improve on this splendid testimonial, whose author we do not know personally and who hadn't the slightest idea when dictating his letter that it would ever reach us. ASK YOUR FRIENDS—all of them, who drive Reos or other cars. IF YOU DO, we know the answer—you'll select a Reo Six for yours. DELIVERIES are fairly prompt now. If your order is in at once we won't have to keep you waiting long. But don't delay. The Northwest Auto Co. Broadway at Couch, Portland, Oregon F. W. Vogler, Pres. C. M. Menzies, Manager

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Heap big mileage! Keyed - SAVAGE TIRES Heap big mileage! R. W. PRICE 14 North Broadway, Portland, Or. Watch for the red Savage sign SAVAGE GRAPHITE TUBES The only tubes that have graphite vulcanized into the surface. Prevents deterioration, sticking, friction and heating. Makes escapees unnecessary. Lengthens the life of the tubes.

"Working to Our Entire Satisfaction" "Our 5-ton Troy Trailer is in use with our 5-ton Mack Truck. We have no difficulty in moving capacity loads practically anywhere in the vicinity of Salt Lake City. We are entirely satisfied with our investment." MORRISON, MERRILL & CO., Salt Lake City "Troy Trailers" will cut your delivery costs in 1/2 The largest concern in the country have cut their truck operating costs by purchasing Troy Trailers. Such automobile concerns as Ford, Cadillac, Saxon and Studebaker are using Trailers. The Ford Company say that since purchasing two Troy Trailers "they have done the work with three trucks that formerly required five." Riker-Hegeman, New York, says their Troy Trailer saves them "somewhere about \$100 a week." The Rapid Transit Co., Kentucky, writes: "By using our Troy Trailer we can double our capacity at an actual daily outlay of \$4, whereas the daily cost of operating truck alone is \$15." And so it goes, all over the country. An entire list of users will be furnished if you desire, or we can give you the names of other concerns using Troy Trailers with the same kind of truck YOU are operating. Troy Motor Truck Trailers range in capacities from 1 to 3 tons. We also make a complete line of trailers of smaller capacities to be operated with small trucks or pleasure cars. Put it up to us. Write us just what your hauling problems are; what truck you now operate, and we will show you how to cut your delivery costs. Hodson-Feenaughty Co. Northwestern Distributors PORTLAND, OREGON

RAINIER TRIP PLEASANT

DAVID S. STEARNS AND PARTY RETURN FROM 800-MILE TOUR.

Road Conditions Only Fair but Car Demonstrates Power by Making Entire Distance in High Gear.

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DRIVING BY WOMEN NOT FAD War Encourages Them to Become Their Own Chauffeurs.

The ever increasing number of women drivers of gasoline motor cars is by no means the result of a fad, in the opinion of H. H. Eling, local Overland manager. On the contrary, he says that it is but the natural result of a quickening spirit of responsibility and independence and a consequent desire on the part of women to extend their ability in practical and useful fields.

The militaristic trend of the Nation, so many men having joined the Army and Navy, has also encouraged many women, through necessity, to learn to drive their cars, he points out.

"Once a woman has learned to drive her car," said Mr. Eling, "it is very, very infrequent that she gives it up. Like most useful arts, the driving of an automobile brings unexpected delights. There is a latent fascination for most every man or woman in mechanics and when one realizes the easy mastery of a machine wherein a power equal to 30 or more horses is waiting for one's command the sensation is just as enjoyable for women as for members of the other sex."