

FORD CAR FIRST TO GOVERNMENT CAMP

Little Auto Driven by Osmon Royal Arrives There on New Year's Day.

1918 RECORD SAFELY WON

Francis Motor Car Company Sends Car on Winter Stunt in Which It Finds No Snow, but Crosses Zigzag on Improvised Bridge.

BY LAIR H. GREGORY.

A motoring mark that is going to stand for quite a while in these parts was made on New Year's day, when a Ford car sent out by C. E. Francis, of the Francis Motor Car Company, reached Government Camp, at the foot of Mount Hood. The car was driven by Osmon Royal, of Portland.

This gives to Mr. Royal the undisputed—and indisputable—honor of being the first motorist to reach Government Camp in 1918, and to the Ford the honor of being the first car there. It couldn't have been the first car to arrive this year.

If it had reached Government Camp on, say, December 31, one day earlier, it would have been only the first car there in 1917, and not the first car and record holder for 1918. And Mr. Royal would have been just one motorist among 50,000 motorists out of 50,000.

So anybody who thinks he can ever beat this mark, even if such a winter as this should occur again, will have to cogitate nights not only to beat it, but what to beat. It's just about a record-proof record.

Regular B. V. D. Weather, What? Never before has a motor car arrived at Government Camp earlier than April. The previous record, made by a Mitchell car in 1915, was April 8. Incidentally, Mr. Royal was also the driver on that occasion. More often it is June or even July before the first car pokes its nose into the clearing at Government Camp, and then it takes days of the hardest snow bucking to do it.

The first car in last year, also a Ford, did not get through until June. It happened that Mr. Royal, who seems to be quite a fellow for Mount Hood records, also drove that one, and the run was engineered on that occasion, too, by Mr. Francis.

This year the trip was made in regular B. V. D. weather. Far from having to buck snow, a flake of the snow and downy was encountered in the whole distance. Even at Government Camp, which is right on the first slope of the mountain, and at an elevation of more than 4000 feet, the ground was bare, though there had previously been a snowfall of some four feet, which had melted off.

Trying to win the "First to Government Camp" record has been quite a popular sport among the summer pastime with Portland motorists for the past ten years. But the honor has been particularly coveted since L. F. Pridmore, the general proprietor of the hotel at Government Camp, four years ago put up a cup for the motorist getting there first each season.

Miss Host Slightly Surprised. When Mr. Royal drove the Ford up to the hotel at Government Camp at 10:30 o'clock New Year's morning and told Mr. Pridmore he was there to get the cup, you could have knocked over a million automobiles with a snowball, if there had been any snow to make one.

"Well, sir," he managed to say, at length, "you'll get the cup, but you won't get it right now. To tell the truth, it hasn't been ordered yet from the jeweler. I didn't expect any car in here for five months."

While the Ford didn't have to buck snow, it did have to surmount all manner of other obstacles. The first was a little poetic attempt at a snowball, for it crossed the roaring Zig Zag River on two logs felled across the stream to replace the county bridge, which had been washed out.

If the car had slipped just once on its trip along those parallel logs, it wouldn't even have been a good second. Ford any more, though it was a brand-new car when Mr. Francis sent it out. The reason thereof being that the Zig Zag River was in a great hurry that day and was stopping for nothing. A Ford would have made hardly a gurgle in the torrent.

Start Made Sunday. Mr. Francis, Mr. Royal and Louis Illk, a mechanic, set out from Portland to make the Government Camp trip at 2 o'clock Sunday afternoon, December 30. Mr. Royal drove the Ford, a five-passenger touring car that had been run only enough to be in good shape, and Mr. Francis drove a Ford coupelet. They reached La Casa Grande, Jack Greenwood's hotel, at 5:30 the same afternoon, the roads being very good all the way.

The real exercise for both car and men began early next morning. With the bridge washed out by the freshet in Zig Zag River, there was no way to get across but to build a new bridge. And with the stream fully 120 feet across and running full and swift, that was no light task.

It was decided after a council of war that the only way to do it would be to fell trees so they would fall across the stream. Permission to do this was obtained from Roy Hansen, the forest ranger in charge there. Hansen himself entered into the spirit of the thing and gave some valuable help.

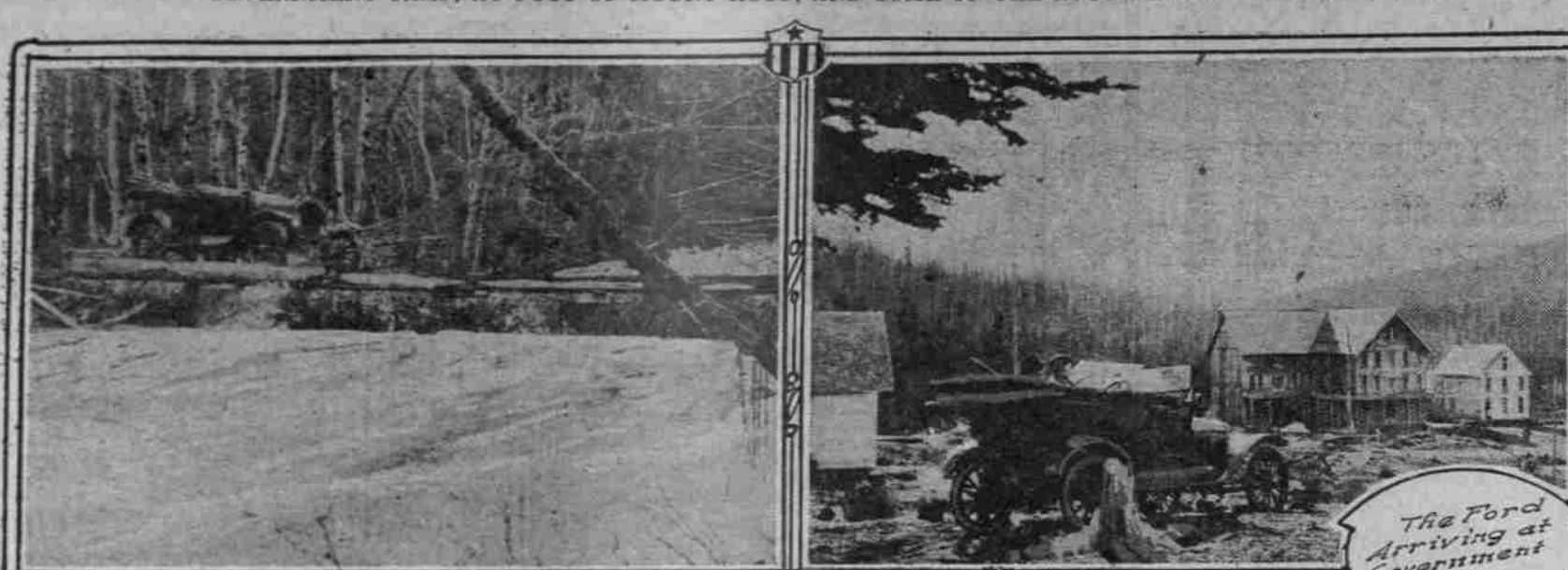
Jack Greenwood also came out and was immediately constituted foreman of the bridge gang. Another volunteer helper was Harry Mitchell, who lives up there, and later accompanied the car on to Government Camp.

Trees Not Obsolete. At first the results of the bridge-making labor were not encouraging. Every tree chopped down in the morning either fell in the wrong direction or else broke in falling, which made it useless for bridge purposes. But right after lunch the luck switched and the first two trees fell just right across the stream.

But that wasn't all there was to making the bridge. The trees were all very well for stringers, but some kind of roadway had to be provided. The ruins of the old bridge, and the ingenuity of Jack Greenwood afforded a solution to this problem. He did it in this wise: Several of the old bridge planks, which were 2 by 12 inches and 18 feet long, were set right feet apart across the logs as cross pieces. Then other planks were nailed together to make wooden troughs with railings on the sides, there being three planks to each trough—one on the bottom and one on each side. Each trough, of course, was 18 feet long.

Only enough planks could be salvaged from the wrecked bridge to provide cross pieces eight feet apart, as explained, and to make six of these troughs. Three of them were laid over

PHOTOS SHOW WASHED-OUT BRIDGE AT ZIGZAG RIVER, IMPROVISED LOG STRUCTURE ON WHICH FORD CAR CROSSED ON WAY TO GOVERNMENT CAMP, AT FOOT OF MOUNT HOOD, AND SOME OF THE ROUGH GOING ON RECORD TRIP.



Improvised Bridge. Made by Felling Two Logs Over the Stream on Which the Ford Crossed Zigzag River.

the stringers on each side at the proper gauge to take the Ford's wheels, and the journey across began.

Track Not Long Enough. But the troughs did not reach half way across the bridge, which was approximately 120 feet long. So after the car had passed over the first set of troughs to the second set, with the third set still in front of it, those behind had to be taken up and laid in front to keep up the track. Then the car would go ahead to the next set of troughs, and this procedure would be enacted all over again, while another section of track was laid. This was done several times before the car reached the other shore. And from all that is said by the survivors of the trip, lifting those heavy plank troughs and carrying them over the slippery and shaky bridge to the front was no job for a summer boarder.

Once over the bridge, the Ford was still 1600 feet below the main road. The log bridge had to be built where timber was plenty, and that was about a quarter of a mile below the wrecked bridge.

Getting back to the main road involved climbing by the Ford up a couple of banks and bumping along through underbrush and over fallen logs. The car made it on its own power, with all hands showing mightily behind.

It was 4:10 o'clock Monday afternoon when the car got across the bridge and quite a little later when it got on the road again. It was called a day's work.

Ruts Five Feet Deep. The start from Rhododendron to Government Camp was made at 8:45 o'clock next morning. Mr. Francis had had to go back to town at noon, the day before, driving in his coupelet, so was not in the party that clambered aboard the Ford for the camp. Those who finished the journey were Mr. Royal, at the wheel; Jack Greenwood, Harry Mitchell and Louis Illk.

There were still 3 1/2 miles to go, and the crossing of Zig Zag had not left all troubles behind. From Rhododendron to Toll Gate, about three-quarters of a mile, the road was as good as ever. The journey was Mr. Royal's, pastime with Portland motorists for the past ten years. But the honor has been particularly coveted since L. F. Pridmore, the general proprietor of the hotel at Government Camp, four years ago put up a cup for the motorist getting there first each season.

Some of these ruts were two to three feet wide and 2 1/2 to five feet deep. Water was still running in some. The only way to navigate that road by motor car was to straddle the gullies, which the Ford did. Luckily, the bottom was mostly gravel, so that the car was not in great danger, with careful driving, of slipping into the ruts.

Twin Bridges, five miles from Toll Gate, was reached at 2:30 A. M. This is named from its two bridges. There was a general sign on the car when it was discovered that the west bridge was down at the further end, the foundation having been washed out so that the end of the bridge had fallen six feet below the road. But this delayed the Ford only a moment. It was run on the bridge nearly to the end, from which it rode on two planks placed as runways into the road.

Rocks as Big as Hats. Along the upper "S" turn on Laurel Hill the road was found to be badly washed out for a quarter mile. The grade here is said to 22 per cent and the road was strewn with rocks the size of a derby hat in the wheel ruts. But the Ford slowly but steadily climbed to the top. Incidentally, all four passengers rode in it all the way to the top.

From there to Government Camp, Mr. Royal says the road was in better shape than he has ever seen it. Summer or winter, Big Mudhole was nearly dry. Sand had been washed into it and had sucked hard.

At 10:30 that morning, one and three-quarters hours from Rhododendron, the Ford rode into Government Camp wearing and tooted for Mr. Pridmore. Mr. and Mrs. Pridmore gave the party a great welcome. At dinner time Mrs. Pridmore brought out some of her famous huckleberry pies in honor of the occasion.

The temperature at Government Camp was 60 degrees last Sunday and Mr. Royal and the others walked around in their shirt-sleeves. Not only was there no snow, but Mr. Pridmore informed them that the nearest snow was two miles up the mountain. His records showed that just one year ago there were 46 inches of snow at Government Camp and the thermometer was at zero.

Five Hours to Portland. The party left Government Camp at 1:45 on the return trip and were back in Portland at 6:45, only five hours later. The passage of Zig Zag River was made in the same manner as it had been crossed that morning, but much more quickly.

Despite all the rough usage to which it was subjected, the car, which had the regular tires and equipment, did not require an adjustment on the whole trip. Chains were taken along, but were not used. Though for most of the way between Rhododendron and Government Camp low gear had to be used, it was not necessary to tighten the low gear band.

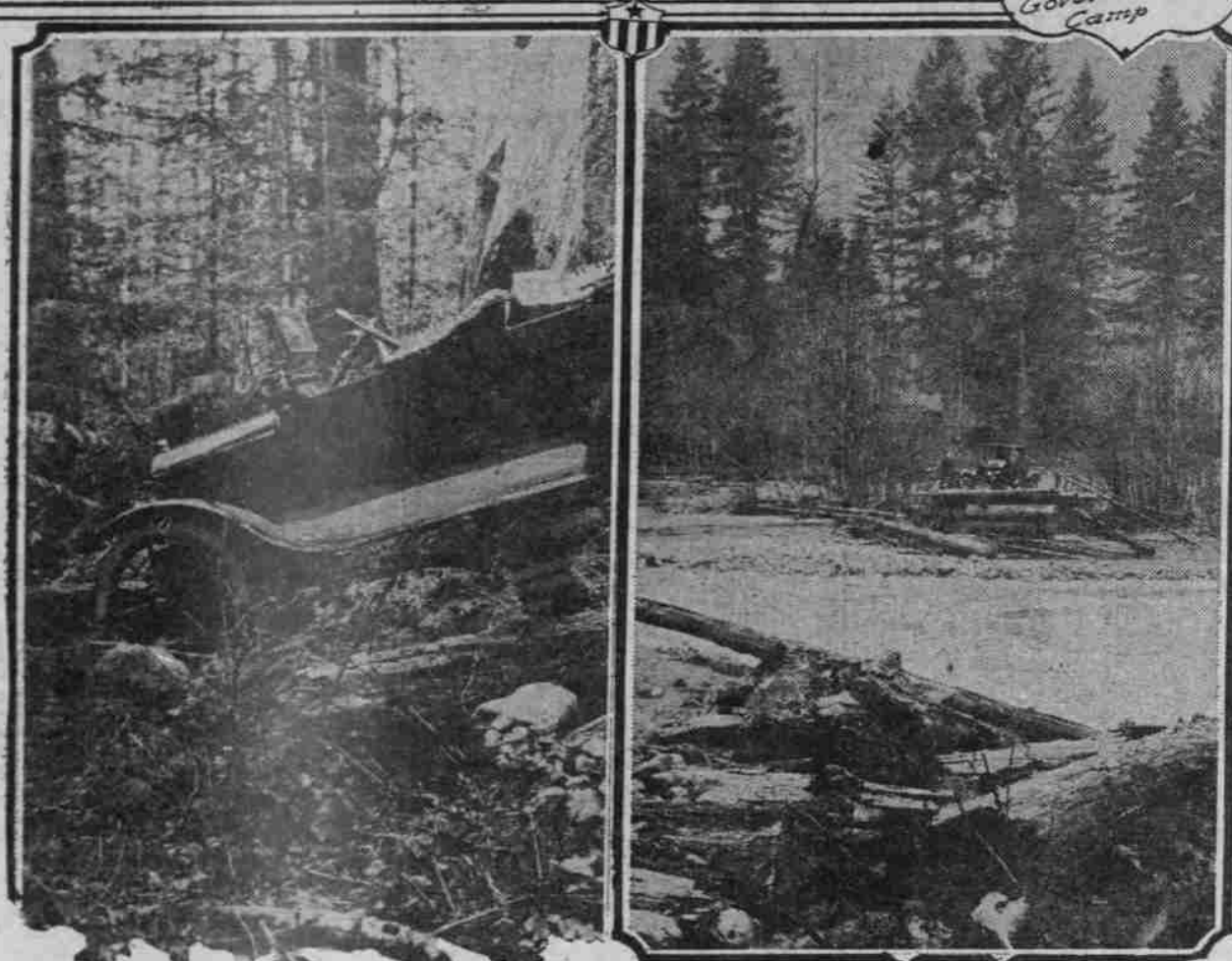
The car carried a load of about 1600 pounds, for in addition to four men, it was loaded down with picks, shovels, peavies, axes, ropes, block and tackle and all the weighty equipment usually taken on a "first to Government Camp" trip.

VOGLER SEES NEW YORK SHOW. President Northwest Auto Company May Take in Chicago, Too.

F. W. Vogler, president of the Northwest Auto Company, is attending the big New York Automobile Show, which is being held this week. The New York Show is one of the big annual events of motoring, where all the latest models and refinements in motorcars are usually shown for the first time.

After the New York Show Mr. Vogler may remain over and take in the Chicago Show also, which comes later in the month.

Mr. Wallingford in turn has bought out the interests of his former partner, Mr. Mitchell, as Liberty and Premier dealer, and will handle these lines himself at Sixth and Madison streets. This, it is understood, will involve Mr. Robinson's resignation as Northwest manager for the KisselKar, though no formal announcement to that effect has been made. He is to take personal charge of his new Ford business.



Sample of "the Going" After Crossing Improvised Bridge, Before Reaching the Main Road.

Here is What is Left of the Bridge Over Zigzag River Near Rhododendron.

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Two of the motorcycles, both Harley-Davidsons, arrived at the camp even before the automobile. They were enabled to do so, however, by crossing Zig Zag River on the bridge of trees felled across that stream by those putting on the automobile trip.

These motorcycles were ridden by Fred Gilbert and Walter Haddfield. They left Portland at 9 o'clock Monday night, December 31, and reached Government Camp at 2:30 the next morning, New Year's day. While their earlier arrival in no way detracts from the performance of the Ford car that achieved the 1918 automobile record and the cup for being the first motor car to arrive, these motorcycles were the first motor vehicles ever driven above Toll Gate before April 1.

It was a day of surprises for L. F. Pridmore, proprietor of the Government Hotel. He wrote and signed the following statement for Mr. Gilbert and Mr. Haddfield in testimony to their feat: "At 2:30 A. M., January 1, I was awakened by a noise that was hard to explain. On getting up I was greeted with a 'Happy New Year!' from Walter Haddfield and Fred Gilbert, first to arrive this year."

Early the same morning, along came Henry Klein, C. C. Bickley, A. J. Neils and Joseph P. Schantz, also on motorcycles. The two first had Harley-Davidsons and the other two Excelsior cycles. They had left the East Side Motorcycle Company's shop, of which Mr. Schantz is the proprietor, at 6:30 that morning,

3 DEALERS CHANGE

W. H. Wallingford Sells Ford Agency to A. S. Robinson.

LATTER QUILTS KISSELKAR

Mr. Wallingford in Turn Buys Out E. A. Mitchell, and Plans Vigorous Selling Campaign With Premier and Liberty Six.

Important changes in the personnel of three automobile firms will become effective today, as the result of a transaction concluded in Portland early in the week between A. S. Robinson, Northwest manager for the Pacific KisselKar Company; W. H. Wallingford, Ford dealer; and E. A. Mitchell, distributor here for the Liberty and Premier cars.

Together with A. B. Smith, road man for the KisselKar organization, Mr. Robinson has bought out Mr. Wallingford, and will take over his big Ford agency at Sixth and Madison streets. This, it is understood, will involve Mr. Robinson's resignation as Northwest manager for the KisselKar, though no formal announcement to that effect has been made. He is to take personal charge of his new Ford business.

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plans, but he is understood to be anxious to go East to engage in the tractor business.

Until early in October the Liberty and Premier cars were handled here by the firm of Mitchell & Wallingford. Ford cars also were handled by them, but the ruling of the Ford Motor Company that its dealers must handle Ford exclusively resulted in Mr. Wallingford's taking over that agency and removing to large quarters at Sixth and Madison streets.

Now that he is returning to the Liberty and Premier lines Mr. Wallingford is confident that he will handle a big business with these cars, and is planning to push through a vigorous sales campaign.

This will not be Mr. Robinson's first experience as a Ford dealer. Many years ago—about 19 of them—he sold the first Ford car in New York city, incidentally being made the victim of a bad check at the same time, and the Pacific KisselKar branch is

6 MOTORCYCLISTS REACH MT. HOOD NEW YEAR'S DAY.

Enterprise Young Men Ride to Government Camp and Beyond Into Snow to Demonstrate What Motorcycle Can Do.

NEW YEAR'S day was an unusual occasion at Government Camp, at the foot of Mount Hood, in more ways than one. Not only did an enterprising motorist take advantage of the absence of snow to go after the "first-to-Government-Camp" automobile record for 1918, and make it, but six motorcycles also arrived there in the course of the day.

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instead of starting the night before, so as to make the entire trip on New Year's day.

Mr. Haddfield and Mr. Gilbert, to make their ride all the more interesting, rode about three miles up the mountain beyond Government Camp, part of the way through snow.

The other four took the old Barlow road and followed that for nine miles through the woods before they were turned back by deep snow. Both parties returned to Portland the same day.

Winter in the past," says Del Wright, of the KisselKar.

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