

BARLOW TRAIL IS NOW OPEN TO AUTOS

Ralph J. Staehli Goes Over It in Ford Bug With Bad Tires in Five Hours.

ROAD FOUND PRETTY GOOD

Machines Going Over Every Day and No One Reports Trouble, Trail, Due to Mild Winter, Being Better Than Last Year.

This is a story of faith, three "bum" tires and gasoline and oil. Also a Ford "bug," real mountain roads and parts of Oregon that must ever be classed as some of the most wonderful mountain scenery in the country.

Cars are mighty scarce these days and around an automobile agency anything that will stand on all fours is kept handy for the man who comes in and wants immediate delivery.

So he looked through the garage and decided that about the only thing that might not be wanted right on the minute was a Ford "bug." In the first place, it was too hot for most people to travel in anything without a top.

Even money on the bug. It was even money around the shop. Some said the "bug" would get over the mountain, and some said the roads and it would never let it by.

But, with faith firmly seated at the wheel and knees showing up over the top of the armor-like cowling, the start was made. In one or two spots even then the tires on the front wheels showed where the fabric was getting the wear.

Leaving Portland by way of the Base Line road and swinging over to Greenham, the road through Sandy and Corvallis was found in fair shape for this time of the year.

Information about the Barlow trail generally was lacking. Five machines, all from Los Angeles, which had traveled through Central Oregon and had just come over the trail, said the Hughes party would never make it with the little rig.

Over the trail in five hours. But, not a bit deterred, another start was made and, leaving Rhododendron at 2 o'clock Sunday morning, Government camp was reached before 10.

The Ford, piloted by Ralph J. Staehli, a marketing representative of the William L. Hughson Company, made the trip over the trail from Government Camp in about five hours, and, in all, found the road in better condition east side of the mountains than there is on the west side as far as Government Camp.

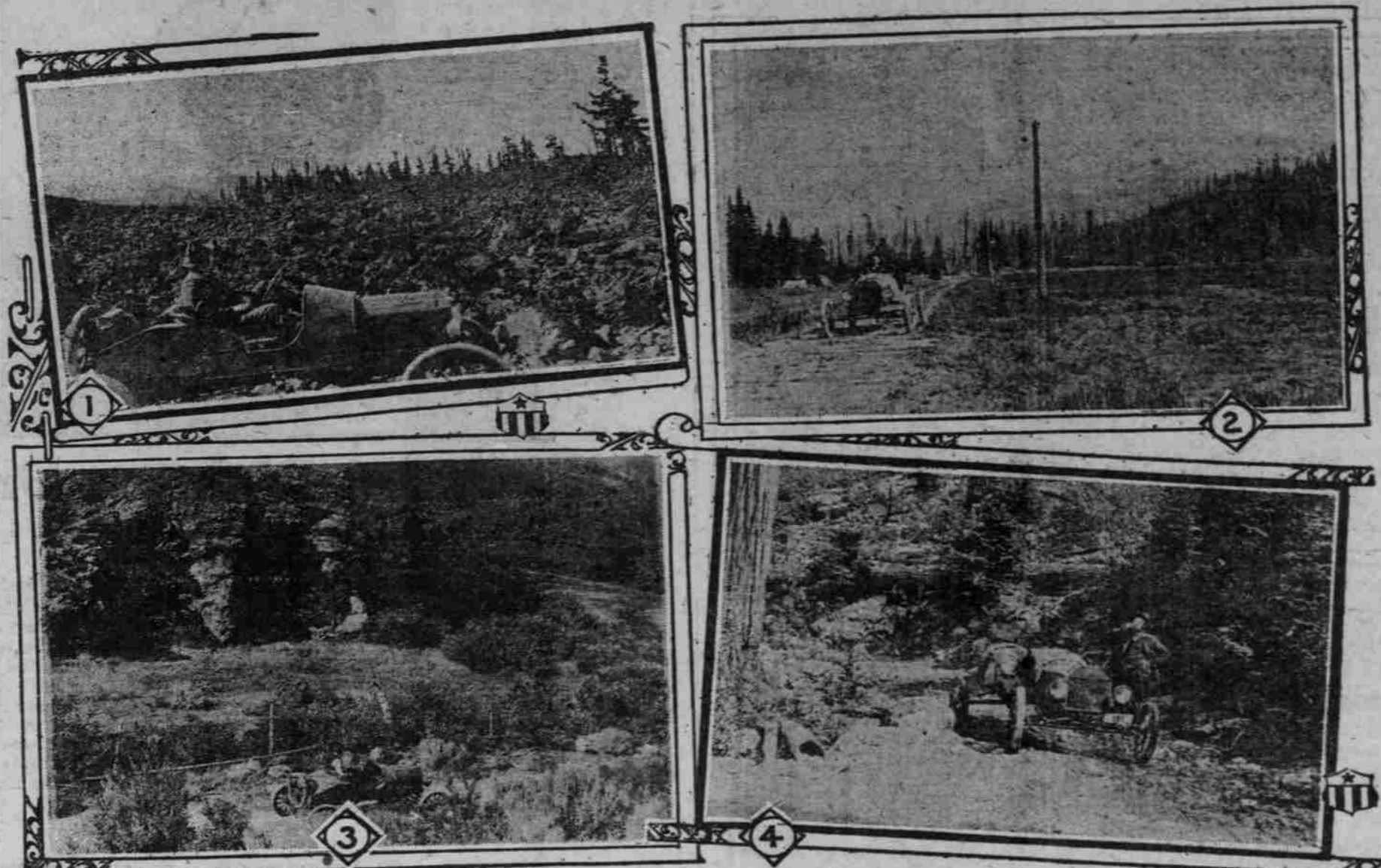
From Government Camp the road skirts the edge of the timber and is well defined and no rougher than any typical mountain road. Soon the descent begins and for a mile or so the trail runs across a beautiful upland meadow that presents a wonderful picture of mountain food in the crystal clear mountain air.

The many high centers and stumps that only a year or two ago made the road a treacherous one for all but the most adept driver, says Mr. Staehli, have been worn away. Another thing that left the road in better condition this year was the mild winter. There have been no deep washes and the road is practically as good today as it usually is at the end of a summer's driving.

Meadow Lake a Beauty. Larger cars are said to be making the trip in three and a half to four hours without a bit of trouble. Finally Meadow Lake is reached, a shallow body of water as clear as a spring and with some fine fish of huge size occasionally sending up a spray of diamonds as they cavort in its shallow depths.

When the top of this hill was reached, Staehli felt that the "bug" was in the best of luck. From there on the road was really better than the average from Portland to Government Camp. The delightful drive through the timber, which here occasionally shows the red trunk of a yellow pine, more than compensates for the occasional bumping that some obstreperous root gives the rig.

THE BARLOW TRAIL OVER THE CASCADES VIA GOVERNMENT CAMP IS NOW OPEN TO TRAVEL, AS THIS FORD BUG, PILOTED BY RALPH J. STAEBLI, DEMONSTRATED LAST WEEK BY MAKING THE RUN FROM THE CAMP TO WAPINITIA IN FIVE HOURS' TIME.



After Crossing the Mountains on the Barlow Trail, Staehli and His Bug Returned by Way of McKenzie Pass. 1—Two of the Three Sisters and Section of Lava Field as Seen From McKenzie Pass Road. 2—Mount Hood From Meadow on Barlow Trail About a Mile Beyond Government Camp. 3—Interesting Lava Formations Near Warm Springs Agency on Central Oregon Highway. 4—Waterhole Along the Barlow Trail.

prprisingly small consumption of gas and on tires that Mister Careful Motorist would hesitate about driving around his own block.

These Tires Still Going. Faith was rapidly gaining over the occasional appearances of doubt and when the three bum tires had reached the top of the Mecca grade and the Ford was taking it all "on high," the party was as good as back home.

From Mecca to Bend, through Madras and Redmond, traveling is all very good, with roads in splendid shape. The trip up to the McKenzie Pass from Bend was made without a bit of trouble, the stripped car passing over the sand without hesitating.

Many Machines Met. Travel over the pass and all through the scenic portion of Oregon is heavy, and especially in Central Oregon they are seeing three times as many machines this year as they ever saw before.

GOODYEAR AD CHIEF VISITOR. L. L. King in Portland From Akron, O., on Tour of Coast.

CONNOISSEUR IN AUTOS SELECTS JORDAN CAR. T. P. Howitt, well-known stock buyer and commission man, has the reputation among his friends and automobile men of being a particularly discerning and critical prospect when it comes to buying a car.

USED-CAR FIRM FORMED. L. G. RAILSBACK AND T. T. HILLER IN BUSINESS FOR SELVES.

BRISCOE CHIEF WON. W. H. Wallingford Keeps Portland on Auto Map.

DIRECTORS ARE CONVINCED. With Output Limited by War Conditions, Briscoe Dealer Organization Reduced to 11, of Whom Wallingford Is Made One.

M'RELL AROUND LOOP. TRIP MADE TO SALEM VIA BOTH EAST AND WEST SIDES.

WALLINGFORD GOES TO BAR. But what particularly interested Mr. Wallingford was to find that both Portland and San Francisco had been slated for decapitation, the Briscoe directors, at the instance of Sales Manager Findlater, having decided to concentrate their Pacific Coast business in Los Angeles and Seattle.

MORE HIGHWAY CONSTRUCTION. Work of Canyonville-Riddle Section to Be Started Soon.

USED-CAR SALESMEN FOR WESTERN MOTOR CAR SALES COMPANY BUY ACME AUTO COMPANY.

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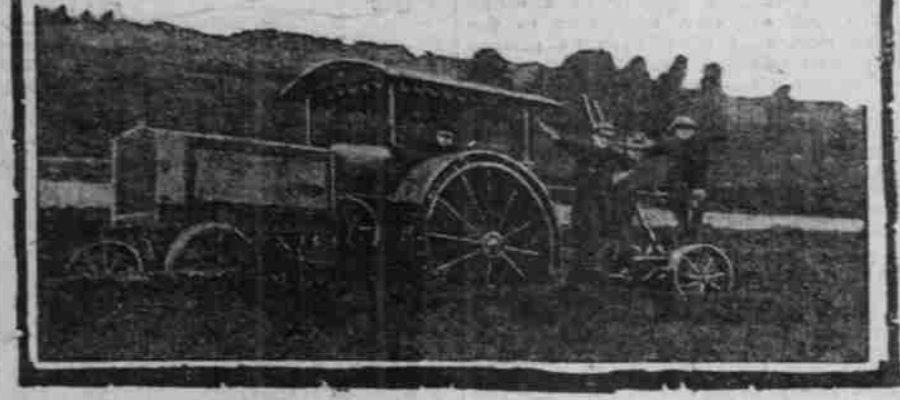
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