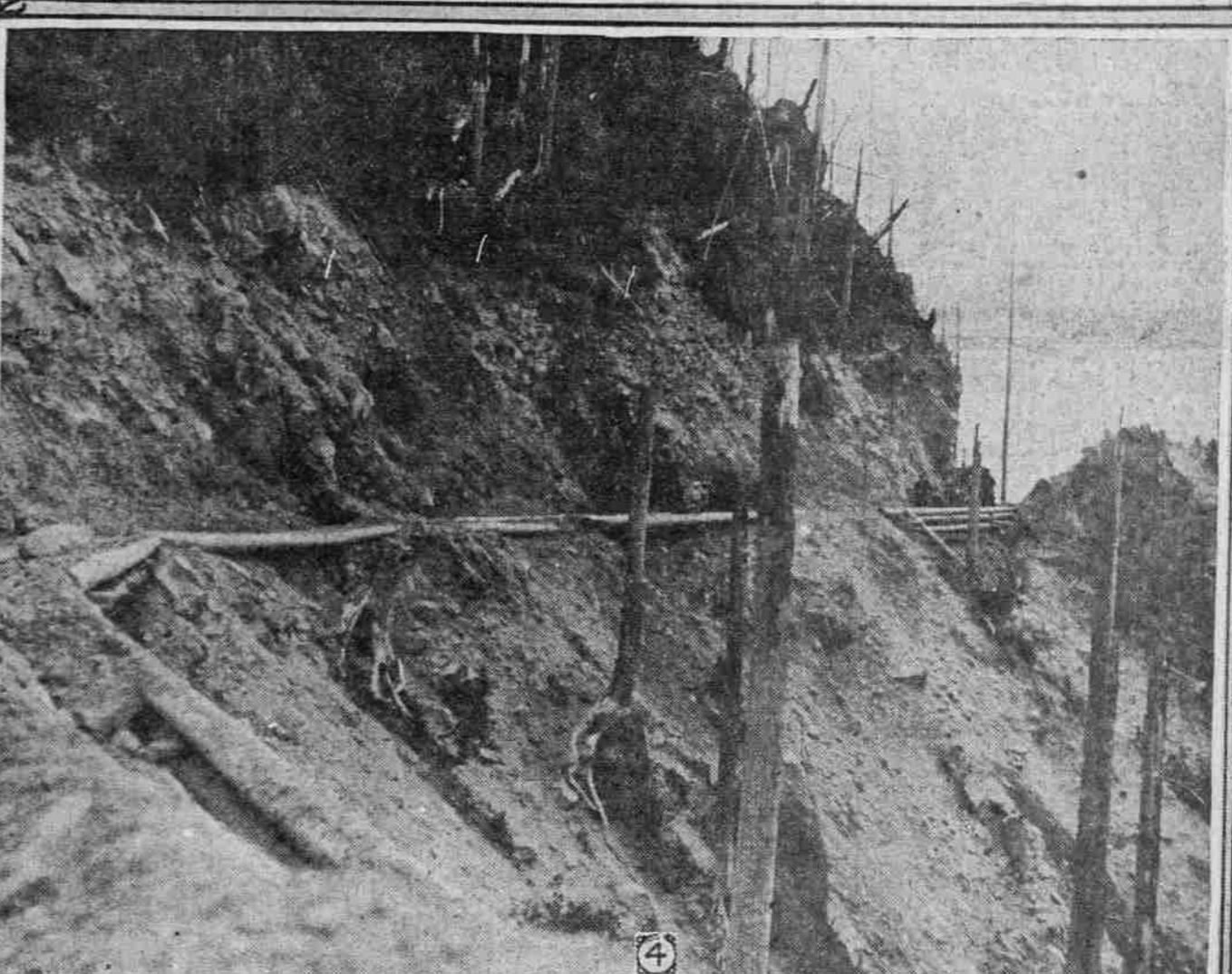
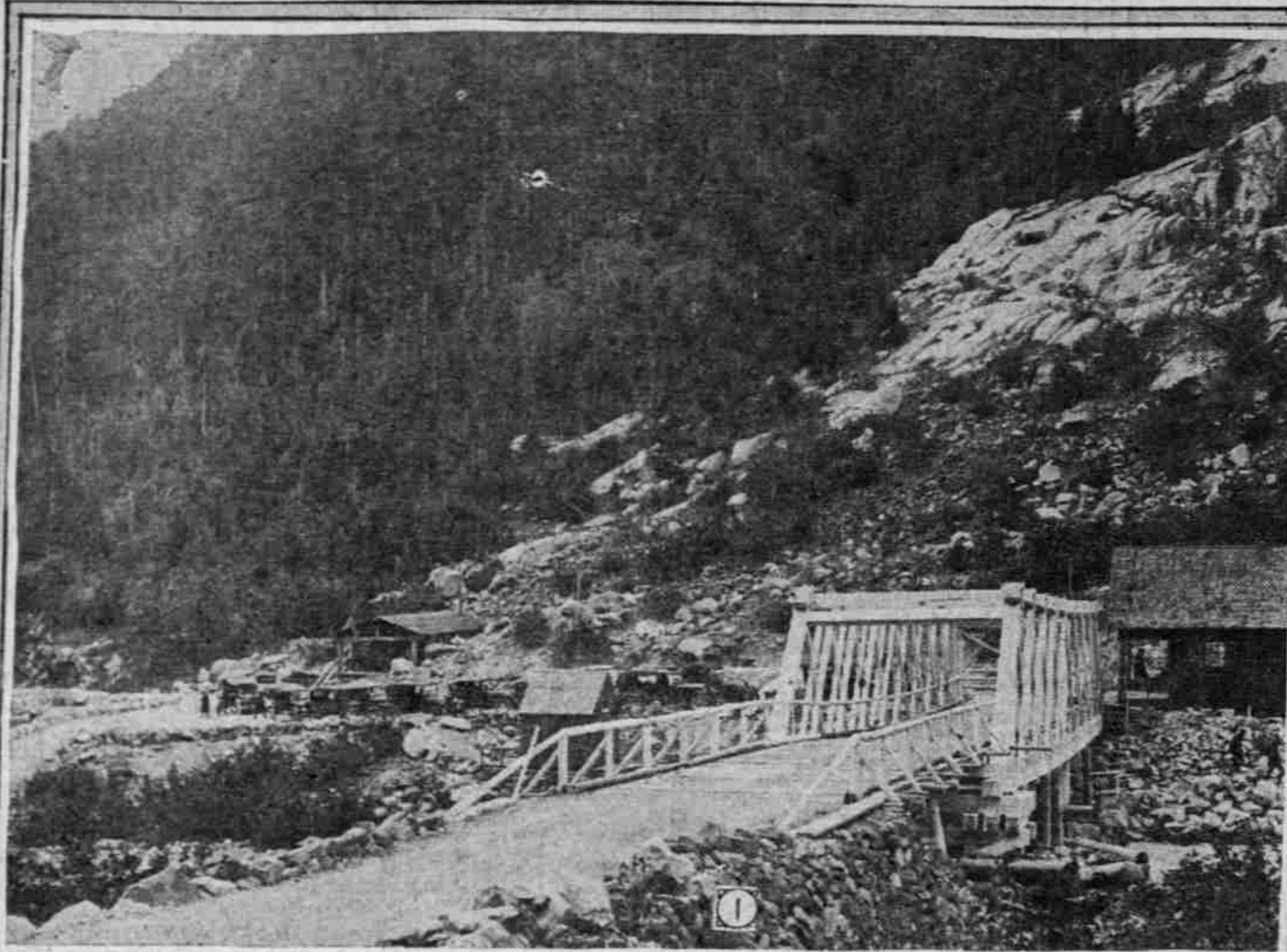




TO MOUNT RAINIER NATIONAL PARK IN A CHEVROLET CAR

Road Open and in Fine Condition to Narada Falls, Four Miles From Paradise Valley, and to Be Open Rest of Way About July 15.



BY L. H. GREGORY.
ADD another to your list of motoring tours for this summer. Mount Rainier National park is open and the roads to and within it in fine condition.

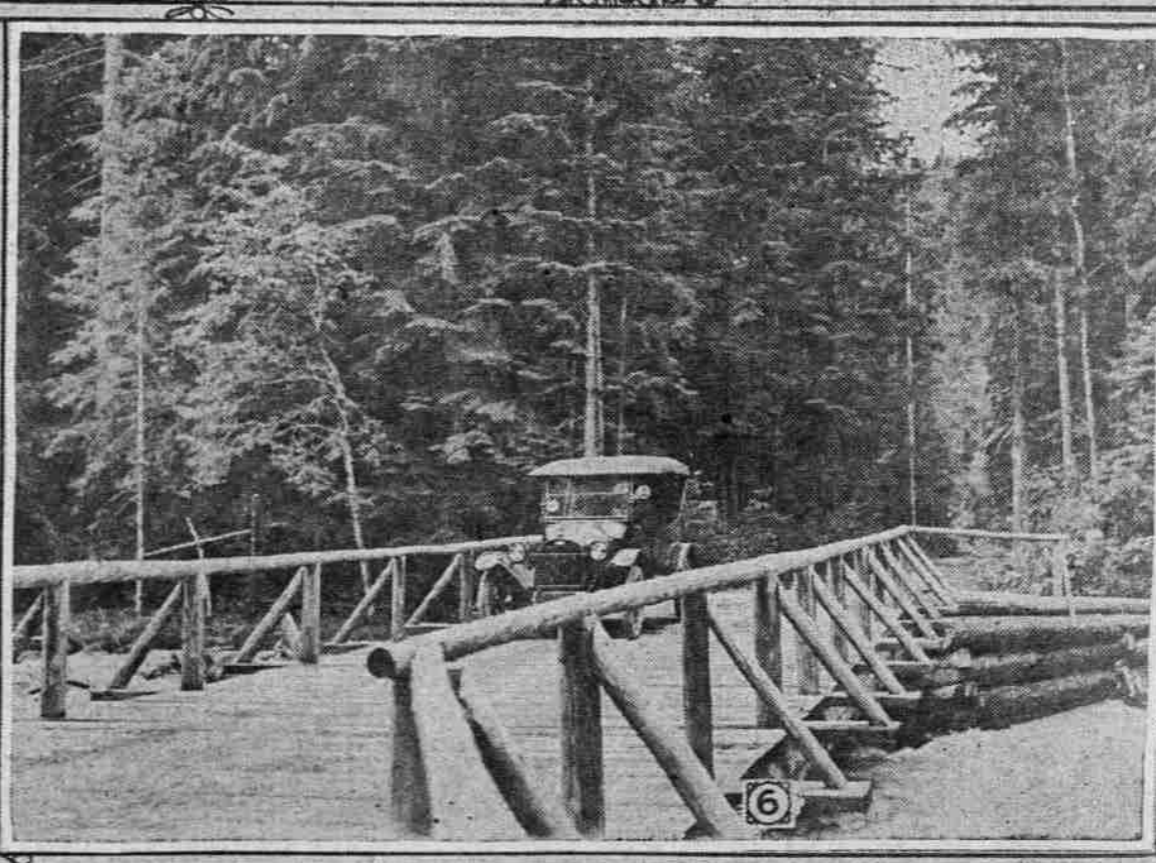
Let Californians praise their Yosemite and globe trotters discuss the Alps. Until they have visited Mount Rainier National park they know not the fullness of the earth's wonders. If people generally realized what is to be seen there and enjoyed, the great park wouldn't be large enough to hold the throngs that would come.

It was because of this early flood of inquiries as to the park that the writer, with Arthur L. Fields of the Fields Motor Car company, made the run last week in a Chevrolet to obtain full information and log the route.

In and Out Again.
We had been to the races at Tacoma on July 4 and there seen Louis Chevrolet, Cliff Durant, Ralph Mulford, Eddie Hearne and Daris Resta thrill with their speed driving. On the return the opportunity to run over to Mount Rainier National park was too good to miss. So Fields pointed the Chevrolet out Pacific avenue in Tacoma that morning, and by noon we were in the park.

It was only a hurried visit—in and out again the same day, and half way to Portland that night—but even so, a never-to-be-forgotten experience.

When you drive to the park, make a point of taking plenty of time to it. Plan to drive leisurely and stay a week or so when you get there. Sightings there are on the way, long before you even enter the park—after which it's all view—that you will feel you could watch unwearyed for hours on end.



1—Here's a glimpse of the snout of Nisqually glacier, which is eight miles from Paradise Valley by road but only a mile and a half by trail. The Nisqually river springs full-limbed out of the foot of the glacier. 2—The bridge at Nisqually checking station, from which point one-way auto travel only is permitted to Narada falls, the next stopping point en route to Paradise Valley. Cars up-bound are held here by the ranger in charge until the last of each string of out-bound cars sent down by the ranger at Narada falls has safely arrived. Note the cars across the bridge waiting for the word to go ahead. 3—In a silver forest near Narada falls—a burn of years ago. But most of the fine road in the park passes through dense forests of living timber. 4—The one-way road from Nisqually glacier to Narada falls is carved out of the side of the mountain, with not much room to spare in places like this. Hundreds of feet below rushes the Nisqually river. 5—Introducing T. H. Mathews, the ranger at Nisqually checking station. 6—Here's an attractive bridge in the park, with the Chevrolet in the background.

Though Mount Rainier national park and all its fine hotels are open, including Paradise Inn, automobiles at this writing cannot reach Paradise valley because of snow on the last four-mile leg, between Narada Falls and the valley, of the climb to that beautiful spot. This makes Narada Falls the present temporary terminus of automobile travel.

But by July 15, which is next Tuesday, so the park rangers informed us, they expect to have the last of the snow shoveled off and the road open all the way to Paradise valley. Crews of men were then working to clear away the snow. Three weeks ago there was 30 feet of it on the road in many places above Narada Falls. This had been reduced last week to eight feet. So even if the road is not open exactly on schedule by July 15 it seems safe to say that persons driving there this week-end will find

the road open all the way to Paradise Inn. Narada Falls, at an elevation of 4500 feet and 16 miles from the park entrance, though four miles by road from Paradise valley, is only a mile and a half from it by mule and packhorse trail. Tourists last week were parking their cars at Narada under the efficient protection of Claude Tice, ranger in charge, and traveling on foot or horseback to Paradise Inn. Supplies were taken to the inn the same way.

This final four-mile stretch from Narada Falls to Paradise valley is over a most remarkable new road hewn out of the mountains by the government. It loops and switchbacks over itself as it climbs some 1600 feet in four miles to Paradise valley, the limit of horse and motor travel. The grade is nowhere greater than 4 per cent.

Perfect Gravel Road.
That, in fact, is the heaviest grade on the government road from the entrance all the way to the valley, with its 5551 feet of elevation—a great achievement in road building, for no road ever was built through a wilder country.

All the way from the park entrance the road is as nearly perfect as a gravel road, constantly maintained, can be—which means it is as good as any paved boulevard. Always it climbs through the deep forests, past waterfalls, over torrents and skirting great canyons, till it reaches the Nisqually glacier checking station, about 12 miles within the Park entrance, four miles by road from Narada Falls and eight miles from Paradise Valley, though only a mile and a quarter straight up over the hills by horse trail to that valley.

Here the cold brown snout of Nisqually glacier juts down the canyon, with the wild Nisqually river emerging full grown from it. At the bridge across the Nisqually at this point is the Nisqually checking station, with T. H. Mathews, ranger, in charge.

The road from Nisqually checking station to Narada Falls climbs up the hill on the other side of the canyon on a ledge so narrow that one-way traffic only is permitted. So cars reaching Nisqually are held there by the ranger until the road is clear above, meaning until no other cars are on the road between it and Narada Falls.

This the rangers at the two stations make sure of by telephone. While (Continued on Page 3, Column 2.)