

SHORT CUT ROAD TO RAINIER PARK OPEN

Charles F. Wright Travels but Doesn't Recommend It.

PACKARD MAKES FAST TRIP

President of Oregon State Motor Association Does Some Road Pioneering on Own Hook.

Pointers on three "short cut" routes that are open to motorists making the tour from Portland to Mount Rainier, Tacoma, Seattle and return, were furnished the Oregon State Motor association last week by Charles F. Wright, president of the association, on his return from an inspection of the Seattle branch of Ballou & Wright, the wholesale automobile accessory house of which he is head.

Instead of following the Pacific highway to Olympia and Tacoma before branching off on the highway leading to Mount Rainier national park, Mr. Wright took a right angle turn from the Pacific highway at a point about 13 miles this side of Centralia. This optional route, known to few Oregon motorists, passes through Moses Lake, Mayfield, Morton and Mineral, intersecting with the park highway a few miles toward Tacoma from Ashford, the end of the railroad.

Mr. Wright reports that this short-cut road, which eliminates a large slice of map from the route usually taken by the motorist, affords wonderful scenery. But he does not recommend the road for travel.

There was no road that even approached the impassable and no hills to speak about, but a considerable number of planks were missing along the plank roads leading through the richly timbered sections and along the mountain streams.

Regular Route Some Day.

Some day, after the road has been standardized, this route will no doubt be used almost entirely by automobilists of Oregon and southwestern Washington, as it saves many miles of travel. The speedometer distance from the tangent point on the Pacific highway to Morton is 23 miles and about 18 miles from Morton to the park highway. The final 18 miles is over a fine gravel road equally as good as the regular park highway on either side of the intersection point.

With Mr. Wright in his Packard Twin Six on the tour were Mrs. Wright, their son, Arthur Wright, Sam S. Corl, western representative for the Racine Rubber company, and Mrs. Corl. The party stayed the first night in the park at Longmire Springs, going on to Paradise valley the next morning. The wild flowers were in bloom in profusion in Paradise valley and there were patches of snow along the roadside as well as on the verandas of Paradise Inn, where young Arthur Wright had his fill of snowballing.

After touring the park the Wrights and their guests headed for Seattle, using another short cut which this time saved 11 miles of distance. This route departs from the park highway at a point one mile west of La Grande, crosses through Eatonville and Orting and connects with the road from Tacoma at Sumner. A good gravel road makes this short cut a distinct success.

Highway Closed Near Toledo.

C. G. Lemley, manager of the Seattle branch of Ballou & Wright, accompanied the motorists from the south on the first part of the return trip, the two machines leaving Seattle for Tacoma and then out the park highway as far as Lakeside for dinner. Here the two parties separated, Mr. Lemley and his family returning to Seattle and Mr. Wright's car aiming over the third short cut of the trip for Portland, again missing Tacoma and Olympia by going over a good rolling gravel road through Roy and way points to the main highway at Tenino.

On reaching Chehalis Mr. Wright found that seven miles of road about midway between Chehalis and Toledo had been ploughed up for paving since his upward trip. During the time this construction work is in progress motorists will be obliged to drive by way of Winlock, Vader and Napavine.

The worst part of the Pacific highway in southern Washington at present is near Martin's Bluff, where several miles of slow driving is necessary. The detour between Castle Rock and Kelso is still required, some of this temporary road being rough with rather stiff grades.

The highway is torn up in other places but the work on the La Center hill is nearly completed, gravel being laid last week.

All in all, Mr. Wright believes the road from Vancouver to Kalama is about as good as just now, if not better, than the highway along the Oregon shore of the Columbia river from Goble to St. Helens and Linton.

SUMATRA HOME OF RUBBER

WORLD'S BIGGEST PLANTATION IN EAST INDIES.

United States Rubber Company Has 5,000,000 Rubber Trees There on 100,000 Acres.

"The largest rubber plantations in the world are now owned by the United States Rubber company, and are producing millions of pounds of rubber annually from estates which had never nourished a rubber tree before 1910," says Walter B. Mahony, writing in Commerce and Finance.

Nearly 100,000 acres were acquired on the east coast of Sumatra but a degree or two north of the equator, through the purchase from a Dutch company of lands formerly devoted to growing tobacco. More than 16,000 laborers—largely recruited from the 40,000,000 inhabitants of the adjoining island of Java—are employed in the care of 5,000,000 rubber trees. Overnight largely rests in the staff of Dutchmen, assisted by a force of American technical experts.

"One of the most impressive sights to be seen anywhere is the view from a slight eminence over a sea of rubber trees, stretching for miles in every direction; the metal roads over which American motor cars travel at 40 miles an hour, the attractive bungalows of the estate managers, the 85 miles of narrow-gauge railroad, the extensive telephone lines, the model hospital of the east, the well-built coaling lines, the factory and storehouses—all the property of an American corporation, and the results of American foresight and on a truly mammoth American scale."

Cone Clutch Slippage.

In the absence of fuller's earth ordinary talcum powder may be used to stop cone clutch slippage. Sprinkle the talcum over the surface of the leather or fabric after having first cleaned the surface with gasoline.

NOW COMES LINCOLN COUNTY TO PORTLAND AND BUYS A STURDY FEDERAL TRUCK FOR ROAD WORK.



THIS WILL BE THE SECOND HEAVY-DUTY TRUCK IN THE WHOLE COUNTY, BUT IT'S BIG ENOUGH FOR TWO. This photo shows the Federal, which is a 2 1/2-ton job with dump body specially designed for hauling gravel, rock and such, just ready to leave the quarters of the William L. Hughson company on a driveway to Toledo, capital of Lincoln county. P. V. Parsons of Newport, Federal dealer for the county (who is standing by the truck) is chaperoning it on the trip. The truck was purchased by the county commissioners through Curry & Snuffer of Toledo, Federal representatives there. Standing behind the seat is Lee Odgers of the William L. Hughson company.

ONE WAY TO BUILD ROADS

IN NEW MEXICO THEY LET WIND MAKE 'EM.

Eighty Miles of Highway Constructed by Digging Small Trench Out in the Desert.

In the New Mexican deserts county road builders are enlisting the aid of the winds in their work, with notable success, says an article in "The Compressed Air Magazine" (New York). "The ingenious author of this method is said in this magazine to be Dr. W. Jones, district highway superintendent of Curry, De Baca, Guadalupe and Roosevelt counties.

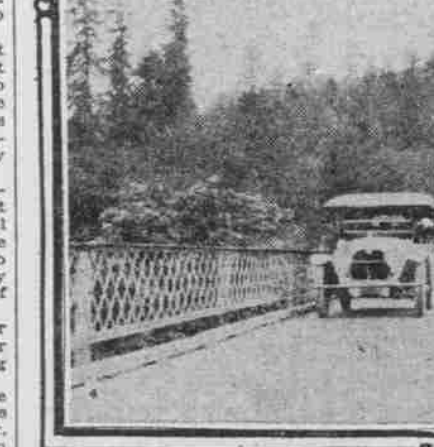
Ignoring all conventional methods of road building across sand wastes, he has constructed about 80 miles of highway simply by making a trench through the sand, extending it down to the clay bottom and then letting the desert winds finish the job. His method:

"First, tests of the Jones system were made on the Delphos road, in Roosevelt county. This experimental strip included a nine-mile sand stretch, seven miles of which consisted of sand more than 30 inches deep, with pockets of unknown depth.

"Following the clearing of the right of way of grass and weeds, the first step in the experiment, the sand was taken out down to hard-pan. Removal was accomplished with Fresno scrapers and deposited in waste stacks at some ten feet from either edge of the cut.

"Bottom width of the cut was approximately 12 feet. Between high walls of loose sand a narrow strip of

Views on "Short Cut" Route to Rainier National Park and Paradise Inn.



Charles F. Wright, president of Oregon State Motor association, drove his Packard Twin Six to Mount Rainier national park the other day by a shorter route than the one ordinarily taken. The photographs show (1) bridge over Cowlitz river near Mayfield, on cutoff; (2) on plank along cutoff road via Morton; (3) Paradise Inn as it looked a week ago.

CADILLAC HEADS CONVOY

STANDARD ARMY CAR TRAVELS WITH TRUCKS.

Cross-Continental Run to San Francisco Made to Demonstrate Practicability of Trip.

When the transcontinental army motor convoy, with 42 trucks and complement of other vehicles, crosses the mountains into California it will be met by a large delegation of California motorists who will extend an official welcome.

The convoy is headed by a standard army Cadillac staff car. A Cadillac searchlight chassis is in charge of the engineers.

The train, which started from the national capital at Washington, will travel overland an estimated distance of approximately 3500 miles, finishing at the Presidio, San Francisco. The purpose of the trip, as outlined by Brigadier General Briggs, is four-fold.

First—To maintain an extended service test of army motor equipment. Second—To secure data for training personnel of the motor transport corps. Third—To demonstrate the practicability of long-distance motor transportation and the necessity for government roads.

Fourth—To procure recruits for the motor transport service. This is one of the biggest good roads demonstrations yet attempted. But for the development of the Lincoln highway idea it would be impossible to carry it out. Occurring just before the Townsend highway bill for a \$435,000,000 national highway programme comes up for passage in congress, it is one of the best recommendations which could possibly have been presented for the bill's passage.

While the trip is a test for many other motor units included in the convoy, it is virtually a triumphal march for the Cadillac cars, which are leading the way. They have already been tried and proved and there is nothing on the journey which should in any way prevent a smooth performance over the whole of the trip.

Testing Vent Pipes. In filling the radiator of the car allow enough water to pass in to bring the level over the end of the vent pipe.

Cleaning the Contact Points. It is sometimes difficult to find a really satisfactory agent for cleaning the contact points of ignition apparatus or the surface of a commutator on a starting motor or a lighting dynamo. There is something known as "cuttlefish paper," which is finer than the finest quality of sandpaper and which is very well adapted to this operation. Cuttlefish paper is not regularly carried by hardware stores, but it may be obtained from dental supply houses.

Cleaning Agents.

Washing soda, kerosene and plain soap and water should be the cleaning agents used by the car owners for cleaning parts, tools, etc., about the garage. Gasoline is not as good as these others and it costs considerably more. For taking grease spots out of clothing, some of the non-inflammable fluids now on the market are better than our present grades of gasoline.

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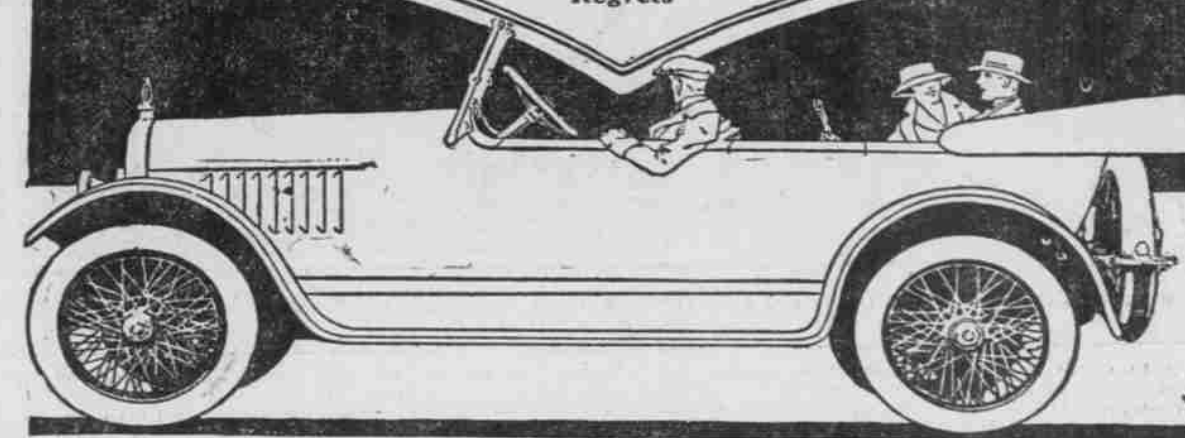
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If this pipe is clear, as it always should be, the fact will be indicated by the overflowing of water through it. If it is not clear the water will overflow through the filter cap and not through the vent pipe, which should be attended to at once.

JUST WATCH OUT FOR THIS

If in Doubt About Auto Stocks, Write to Washington.

The treasury department has released a warning to the general public and particularly motorists against indiscriminate investment in stock of fake motor companies.

The investor contemplating the purchase of automobile stock is advised by Motor Life to write the capital issues committee, treasury department, Washington, for its approval. This new committee was established to block the efforts of mushroom motor companies of questionable repute.

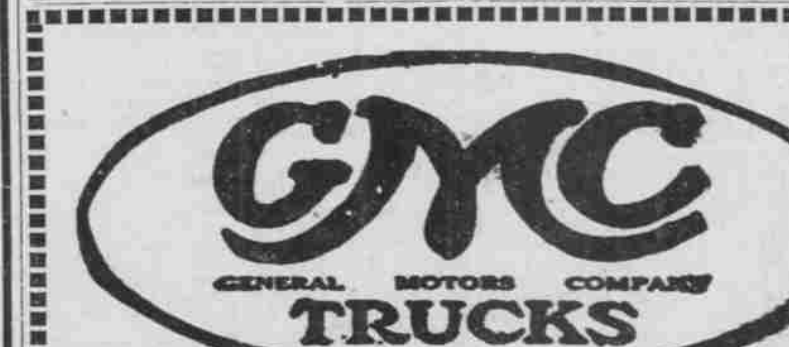
The Best Water.

Not all car owners know that pure rainwater is the best that can be used in the cooling system. This is because it is free from mineral substances, which are present in ordinary water and which are deposited on the metal walls of the radiator, piping, jackets, etc., to their detriment. When rain water is available always use it.

Another FEDERAL 4 OF THEM

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