

SHORT-CUT ROUTE TO MOUNT RAINIER PARK

Oldsmobile Eight Finds Roads in Good Shape.

BEST TOUR OF THEM ALL

Great Number of Washington and California, but Few From Oregon Are Found in Park.

(Continued From First Page.)

Of time. On the slope above the hotel is a free camping ground, where campers may pitch their tents, and if they desire get meals at a special eating place up there.

If you are hardy enough, all you have to do to get a thrill is to keep right on climbing up this slope. A foot of course, for the road ends at the inn. Presently after climbing several hundred feet—and they made Arnold

Cohen puff, we will tell the world you come to a cliff jump-off. Down there below, and quite a distance, quite a long distance to drop—is the broad ice river of Nisqually glacier.

Dirty brown on top, from the Nisqually, the rock moraine ground out of the cliffs, which in turn have been ground out by it in its resistless, slow, onward movement. Green and blue where the light strikes clear ice. Its top seared and scarred and hummocky.

You may have wondered what a glacier, a real living glacier, is like. Here you can see it all for yourself. Look up the side of Rainier, and at the very summit you see the starting point of this giant of glaciers—for the Nisqually is six miles long, and one of the largest glaciers in the United States, not counting Alaska.

Down its side comes the glacier, and at the base makes a sweeping curve, almost at right angles, and passes below where you stand on this cliff, looking over it. Down a mile or more below is its ending, where the Nisqually river leaps from the parent ice to course on down its wild canyon.

Few Oregon Cars There. But that is only one of the many things to see in Rainier National park. No need to catalogue them here. You could spend a summer there and not see them all.

What seems to the writer a strange fact is that so few Oregon people visit Mount Rainier National park. On the way out from the park we kept count, through the hands of the Idaho licenses. This was on a Saturday, just before the double holiday of Sunday and Labor Day, and there was a procession of cars, hundreds of them, all the way to Tacoma.

Washington licenses predominated, of course. But there were scores and scores of California cars, dozens from Montana and Idaho, many from British Columbia, scatterings from New York, Michigan, Illinois, Kansas and other far-eastern communities, while from Oregon—seven cars! Just seven.

Arthur C. Spencer, of Portland, general counsel for the railroad administration, and his family were at the inn. They were the only other Portlanders we recognized.

It was very smoky last week all the way to Mount Rainier, and the Forest fires were raging in many forests, and slashings and land clearings added to the density of the haze. It was smoky even in the park, and the higher altitude of Paradise valley was reached, where it was comparatively clear.

But Saturday morning there was a thunder storm and some rain. This cleared the atmosphere greatly. On the return trip views unfolded that could not be seen on the ascent. The cooler atmosphere and rain of the past few days will have cleared the air so by now that the hiker will be able to see everything in the catalogue.

Plenty of Time to Go Yet. There is plenty of time yet this season to see Mount Rainier National park. The official closing date is September 15, but the park will remain open probably to October 1, if people keep coming that late, and from present indications they certainly will. All this season Mount Rainier park has been visited as never before.

Paradise Inn's accommodations have been taxed to their utmost. When you go, be sure to arrange for reservations ahead of time. Paradise Inn and Longmire Springs Inn, at Longmire soda springs, half way between the entrance to Paradise Inn, which is 20 miles from the entrance, are operated under government concession. Rates are fixed by the government. They are reasonable, and the accommodations are good, and there is a complete guide service to take you wherever you want to go, even to climbing the mountain.

After October 1 the snows begin to fall in this valley last winter was 150 feet! Not all at one time, of course, but the whole season's snowfall adds up to that. A government ranger drove his dog team right over the top of Paradise Inn last winter.

As to the best way to get there, there are three available routes, that by way of Chehalis, as taken by the Oldsmobile party, by way of Tenino, Rainier, Yelm and Roy, quite a little longer, but shorter than the route via Tacoma, and that via Tacoma, which is the shortest. The Oldsmobile left Portland at 6 o'clock Thursday night and went over the Pacific highway via Vancouver and Kalama, Wash., to Chehalis that night.

Take Vancouver Route. The Pacific highway is not in as good condition as a month ago. The dry weather and heavy traffic have roughened and rutted it considerably. Nevertheless, it is quite tolerably good road, for outside of its roughness it is passable enough.

Just at present the route via Vancouver and Kalama is considerably preferable to that on the Oregon side by way of Goble, thence ferrying across the Columbia to Kalama. By taking the Vancouver route you eliminate the ferrying. There is pavement for eight miles out of Vancouver, then rough old gravel to mileage 22.3. At this point, as most motorists will remember, for the past couple of years cars have been detoured to the left. But now at last the main highway is open through this section, though for nearly four miles it is covered from this point with loose gravel, dumped on the road but not rolled.

Fast time through this stuff, of course, is out of the question, for a car rolls and aways along through the unsteady stuff, but it certainly is infinitely preferable to crushed rock and is not hard on tires. Into La Center the new grade has finally been completed, and sweeps down in curving switchbacks to the river and bridge.

Between La Center and Woodland, good. But from Woodland to Martin's Bluff five miles of bad going over new construction work. However, it is not nearly so bad as a month or so ago, nor so rough. Part of the old road is still used for detouring, but for the most part travel is routed over the new grade. As most of it hasn't yet been graded, better stay clear of it in wet weather and go via Goble. Otherwise,

the Vancouver-Kalama route is now much preferable.

Kelso-Castle Rock Section Bad.

There are also a couple of detours on the highway between Kalama and Chehalis. One is between Kelso and Castle Rock, where the main highway is being entirely rebuilt. When we reached Kelso, well after dark, a garage man told Mr. Cohen to go ahead and take a chance, which we did. And got right into a nest of new construction, with an unending crowd of teams hauling dirt from a steam shovel and dumping it along a fill. This held us up for half an hour. Even then, the going for a couple of miles beyond this point is over dirt only, all new grade, which will be just about impassable in any kind of wet weather.

So in rainy weather motorists will save themselves grief and woe for some time yet to come by turning left at Kelso and crossing the Cowlitz river. Across the bridge, turn right and follow the road nearest the river. A couple of miles of this is through sand and rather tough, but not so tough as the bedding will be through the clay mud of the new grade. Otherwise, this detour road is pretty fair. By following the road nearest the river at all points, cars come out on the river at a ferry, which is free between 8 A. M. and 6 P. M., at other times a 25-cent charge being made. The ferry brings you out only a step or so from Castle Rock.

Official highway detour signs on this detour route cars away from the river

In wet weather and makes allowance for a little more than a mile of corduroy. But when the real wet weather begins, the season at Mount Rainier will be ended, anyway.

By this route, it is exactly 197.6 miles from Portland to Paradise Inn, provided you go on into Chehalis. By leaving Portland early in the morning, and turning right back down the Pacific highway to the end of the pavement, after striking the main highway from the Toledo-Winlock-Napavine detour, the motorist can make Rainier park in a day and of course will not need to enter Chehalis. This would eliminate ten miles from the distance, making it 187 miles to Paradise Inn.

Dinner At Ohop Bob's.

Via Olympia and Tacoma the distance to Paradise Inn from Portland is 252 miles. By way of Tenino, Roy and Yelm it is 209. Take your pick.

The return trip of the Oldsmobile from Paradise Valley to Portland was made via Tacoma. Except for the one bad stretch between Ashford and Elbe, 7.6 miles long, the Tacoma-Rainier highway is in fine condition. It is a very scenic route, but much of its beauty is being destroyed by the extensive logging operations along it. This is no campaign against the loggers, but it does seem that some action might be taken to preserve the trees along the highway itself.

Second in importance only to the Mount Rainier visit on this route is to have a fried chicken dinner at the

PHYSICIAN FINDS AUTOMOBILE INDISPENSABLE.



DR. J. G. GRIM OF SELLIWOOD IN HIS NEW MITCHELL SIX.

Dr. Grim drives his car an average of 35 miles every day visiting patients and says that without an automobile the physician of today simply couldn't look after his practice. "Nowadays every physician," he explained, "is provided, you might say, with his own emergency ambulance. He gets a call and in a few minutes is at the side of the sufferer, where otherwise it might be hours before he could get there." This is Dr. Grim's second Mitchell Six.

and over a long hill into Castle Rock over a bridge, adding four unnecessary miles. If you take the detour, which is advised in wet weather, keep to the river road and save time.

The second detour is just the other side of Toledo and unhappily robs the motorist of several miles of very fine concrete to pavement to Chehalis. The reason for the detour is that a gap in this pavement is now being paved. It will be some months, probably, before it is eliminated. The detour takes you through Winlock and Napavine over very fair gravel road, rejoining the pavement five miles out of Chehalis.

Over the Short-Cut Route. As to the short-cut route to Mount Rainier. This road leaves the main highway 9.2 miles this way from the postoffice at Chehalis. That is to say, you come back on your tracks from Chehalis, and there turn left at a road sign pointing the way to Onalaska.

There is another short-cut road that leaves the highway at Forest, very near this point and also goes to Morton, the same as this road. But don't confuse the Onalaska-Morton route with the Forest-Morton route. The former, as taken by the Oldsmobile, from various accounts received from other travelers, is considerably the better.

In good weather, there is no reason why any traveler bound from Portland to Mount Rainier National park should not take advantage of this Onalaska-Morton detour, and thereby save 54 miles over the route by way of Tenino and Roy. And though much of it is mountain road, it is just as good for the main part and even better than the present main road, which is very chippy and rough in stretches.

From the Pacific highway at mileage 9.2 south of Chehalis, to Onalaska, mileage 15.2, the going is over fine gravel road. It is all pretty fair, but to Alpha postoffice at mileage 19.4, and very good to mileage 27.8. There—

GLIDDEN TOURS AGAIN.

At a recent meeting of the board of directors of the American Automobile association it was decided to revive the Glidden tours and the chairman of the contest board was authorized to arrange for a transcontinental tour for the Glidden trophy in 1920.

This means that the trophy now in possession of the Metz company will be brought from its obscurity of several years and again made an object of competition. It appears likely that the Lincoln highway will be selected as the route for the Glidden tour, as it is at the present time the most feasible route between the two coasts, as well as the most easily followed.

courses on it—you hit some rough old corduroy, and for a mile travel is really rough. In between stretches of corduroy is rutty dirt road, but this continues only a mile.

From here on this route leads through scenic country wooded and wild. It follows for the most part the Tilton river. There are many picturesque spots along this stream. Some of the road is only dirt, hence not to be recommended in wet weather, but for the most part it is in very good condition and with good bottom. For several miles it skirts a ravine and is here narrow and winding, where the motorist should blow his horn before rounding some hairpin turns to avoid ramming another car bound this way. Turns are rather scarce on this section, but they have 'em.

Desolate Logged-Off Land.

There is some plank, but very little corduroy, except for the mile as noted, though the indications there used to be much more. At places the old corduroy has been torn up and piled by the roadside in the great glory of the road is on a stream. Some of the road is only dirt, hence not to be recommended in wet weather, but for the most part it is in very good condition and with good bottom. For several miles it skirts a ravine and is here narrow and winding, where the motorist should blow his horn before rounding some hairpin turns to avoid ramming another car bound this way. Turns are rather scarce on this section, but they have 'em.

At mileage 43 the road enters the briar lumbering town of Morton. This is the first-class gravel road, the remaining 17.4 miles to Elbe, where you join the main Tacoma-Mount Rainier park highway, at mileage 60.4.

The next 7.6 miles to Ashford, mileage 68, on this main highway comprise one of the worst sections on the trip. The road is not only rather poor, but passes through a logged-off country, more desolate and uninviting than any other logged-off section we have ever seen. But from Elbe toward Tacoma and from Ashford to the park entrance, at mileage 74.4 by this route, the Rainier park highway is in fine condition. Once inside the park and the roads are superb.

That in brief summary is the short-cut road via Onalaska, Morton and Elbe. Any driver can make it without difficulty, provided he doesn't tackle it

Log of Short-Cut Route.

- 00.0 Chehalis postoffice. Speedometer at zero. Rainier National park sign pointing to Onalaska. Fine, good to Onalaska.
- 10.2 Small town of Onalaska.
- 10.7 Take road to left for Morton. Very good.
- 10.4 Alpha postoffice. Road not so good, but very fair.
- 21.6 Through bridge and logging railroad. Through woods.
- 24.3 Straight through road rolling, good gravel.
- 25.5 Flat for 2 miles, then gravel.
- 27.8 Curves! Rough old corduroy, mixed with stretches of rutty dirt. Bad for one mile, then better. Now on a real woods, down along Tilton river canyon. Road is good. Beautiful scenery.
- 34. Rainier clearing. Gravel road.
- 34.5 Schoolhouse, and at 34.8 bridge across stream.
- 35.1 More corduroy to 35.4, then gravel again. Pretty country.
- 38.1 Red steel bridge across river.
- 40.6 Rather sharp climb in intermediate for nearly half mile to 41.1. Steep descents and rises. Road fair.
- 41.3 Good plank with only few rough spots, to 42.4.
- 42.3 Bridges.
- 42.6 Outskirts of lumber town of Morton, entered over very rough plank road.
- 45. Drug store at Morton. At next street, turn left to railway depot at 48.2.
- 48.2 Railroad depot on good gravel road leading to main Tacoma-Mount Rainier highway at Elbe. This road is excellent all the way to Elbe, 17 miles, much of it through logged-off country, where the land is standing timber.
- 54.4 Town of Mineral Lake and Lake.
- 60.2 Cross Nisqually river on bridge.
- 60.4 Here is main Tacoma-Rainier highway at town of Elbe. From here travel is superb. From here to Ashford, 7.6 miles, very desolate logged-off country, road rather poor.
- 68. Ashford.
- 74.4 Park entrance. Register and pay \$2.50 fee for automobile party.
- 81.3 Longmire Springs. Gas station.
- 84.2 Van Trump camp and loops up beautiful road through grand timber to logging station.
- 86.6 Nisqually checking station. One-way traffic from here.
- 90.7 Paradise Inn. Checking station.
- 94.7 Paradise Inn.

Pacific Highway Conditions.

Portland-Vancouver-Kalama Section—Pavement from Portland to Vancouver, and on to mileage 15.1 at Salmon creek. Then wavy gravel, humped in places. Road here for 4 miles through loose gravel dumped on road. New road loops completed down to Lewis river at La Center. From there to Woodland, good. From Woodland, pavement, mileage 35.4. From Martell, pavement, mileage 38.2. Road follows mostly new grade, with some detour on old grade. Quite rough. Dirt bottom mostly on new grade, which will be bad in wet weather. From mileage 38.2, good to Kelso.

Kalama-Toledo Section—Good to Kelso. Kelso-Kelso and new highway is under construction. New grade of soft dirt, several fill, much road work, for four miles between Kelso and Alexander. Worst place 2 1/2 miles out of Kelso. In wet weather detour to the left across Cowlitz river bridge, turn right and follow road nearest to Toledo. Ferry which brings you across Cowlitz again near Castle Rock. From Castle Rock to Toledo, road fair to indifferent, especially in wet weather. Section near Castle Rock, then good to Toledo. Don't take detour, ferry route, but continue on to Toledo.

Toledo-Centralia Section—At mileage 81.4 from Oregon building, little over mile beyond Toledo, take road to left. Detour very signed. Road to Elbe, through Winlock, mileage 87, and thence to Napavine, mileage 93.7. Rainier highway pavement again at mileage 97.8, then paved into Chehalis, mileage 102.5, and to Centralia.

Centralia-Tacoma Section—Good gravel, somewhat worn in places, to Tenino. Then lots of "bobblestone" formation to Olympia. Near Olympia there is a very wicked three-mile detour, much of it through soft sand soil, into Olympia, account of concrete paving operations on Olympia-Tenino road. From Olympia to Tacoma and Seattle, all pavement.

Tip for Canadian Trip.

Many motorists traveling from the United States to Canada overlook the very important item. That is the identification card given to the car owner by the secretary of state at the time he procures his license. The Canadian authorities are very strict in this matter of identification, and the traveler will save himself a great deal of inconvenience by taking his identification card with him.

NEW CAR FIRM IN CORVALLIS

Portland Men to Handle Chevrolet and Mitchell Agencies. CORVALLIS, Or., Sept. 6.—(Special.)—Corvallis has a new automobile firm which began operations Monday in the Norderson & Albee company. The new

Pipe Cement.

Brown shella mixed with graphite makes an admirable cement for pipe joints and connections which are subjected to heat and compression. The two ingredients should be mixed to a paste and smeared over the joint needing treatment.

BLACKSTONE TIRES

Blackstone perfect traction tires are built only in non-skid type. Their treads are made for extra wearing quality. They are unusually tough and thick, and combine smooth-running with their non-skid traction properties. Blackstone tires are happily priced, both on a basis of first cost and ultimate value over a long period of hard usage.

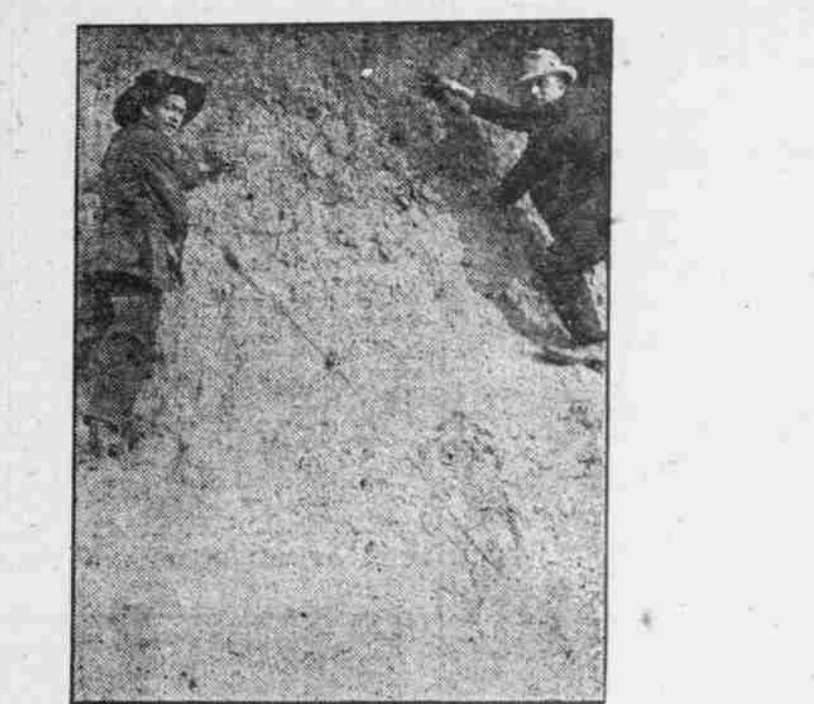
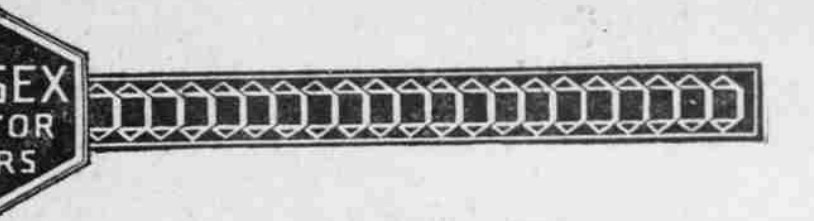
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2-Ton New Atterbury Trucks Regular Price \$3450. Our Price \$2750

These Trucks Are New ALSO—1 NEW 6-TON UNITED TRACTOR AND TRAILER; REGULAR PRICE \$4030, OUR PRICE \$3350

ROBERTS MOTOR CAR CO.

Park and Everett Sts. Broadway 1369



Round-Up boys trying out the Essex after Labor Day's Show here in Portland.

Note How the Essex In Speed, Hill Climbing, Comfort and Reliability It Has Won 12,000 Owners Proves Endurance

The 12,000 Essex cars already in service have been so distributed that every community now knows their distinctive performance. Here, for instance, are people who have had wide motor car experience. They will tell you how they esteem the Essex. Its economy of operation and the fact that practically no attention is required to keep it in prime operation appeals to all.

As For Its Performance

If you haven't ridden in the Essex take the first opportunity to do so. Come to us and we will give you the same kind of demonstration that has caused thousands to acknowledge Essex supremacy. Watch the way in which Essex cars perform on the road. If it is at a street crossing when traffic is signaled to go ahead, observe how quickly the Essex jumps to the lead. The only car that beats it is another Essex with a better driver.

If you are on a narrow country road where an Essex signals its intention to pass another car, you will see how easy with its acceleration it can jump to the lead.

Such Is the Car You Should Have It gives dependable service. It is the new day car, the type to which all moderate priced cars must come, for in addition to light weight and low operating cost, men now demand performance, luxury, comfort and endurance. The Essex is easy to drive. It turns in a short radius. It steers easily. It can be parked in spaces too small for the average car. It has many qualities you will like.

Ask yourself what car is so modern, what is the type of the future, what light car can match its performance. It is exclusive in many particulars and no other car built has all the features of the Essex.

C. L. Boss Automobile Co. 615-617 Washington Street, Portland



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