

ROAD TO TILLAMOOK IN PASSABLE SHAPE

Not a Boulevard, but Not So Difficult, Either.

GRAND RONDE IS VERY FAIR

Old Grade There is Eliminated, but There is Still Some Corduroy on New Highway Grade.

(Continued From Page 1.)

traveled but not as yet rolled, you emerge into the Sour Grass section, 11 miles of fine mountain road which crosses the Coast range divide. This Sour Grass section is always good, it is nearly as good now as at any time in summer.

But it is high time right here to interpose a warning to the motorist driving into the Grand Ronde reservation from Sheridan and Willamette. The usual route followed to the Indian agency at Grand Ronde is via the store at Butler. But don't go that way now.

We started to, unfortunately. We were lured on our way at sight of a fine, big white steamroller, with a white arrow of large size, pointing to the right-hand road one mile from Butler, and directing all cars to drive to Grand Ronde via that road. This was at mileage 70 from Portland.

There is also a road to the left at this sign. The writer seemed to remember that this road to the left was the one to take, but the arrow was so positive about it that it lured us. Away we went, past Butler, and into the Grand Ronde.

About a mile and a half from the arrow we rounded a curve and in the same motion plunged off the rock road and into a sea of yellow mud. It was deep and sticky. The car had gone forward only two or three lengths in it, but already the wheels were up almost to the hubs. As far ahead as we could see by the spotlight there was nothing but this sticky yellow mud.

No Place at All to Be. The fact is, as a farmer who courteously came outside to direct us when he heard us plunge into this mud, told us, though this is the main route to the agency at Grand Ronde, it has not yet been rocked. A car once good and stuck in it would have as much chance of getting through as of climbing Mount Hood. He directed us back to the arrow and we said we must take the left-hand road.

"And don't try to turn around here for quite a ways back," he warned, "or you'll get stuck. Keep on backing till you find firm soil."

We were more interested just in getting out of the mud we were at present in, and onto the narrow strip of rock road behind us. Herby gave the wheel and we crawled slowly and carefully. The powerful motor, after a few shippings of the wheels, went slowly and we were glad to get back for about 400 to 400 feet before we could find a place to turn around.

So when you come to this fork in the road at mileage 70 from Portland, whatever you do, don't take the right-hand road. Obey the arrow and turn to the left.

This road leads along a stream called Rogue river, through the Grand Ronde river school district. It is in fair shape, though narrow, but enough rock has been laid on it to enable a car to get through to the agency without other trouble than scraping over a few high centers. The road from the agency to the Sour Grass section has been described.

Beyond the Sour Grass, the Three Rivers section, where much of the new construction work was done last summer and fall, is in very fair condition. It is much smoother than last fall. In the main it is in good shape. Some construction still is in progress along here. There is one road camp and crews of men are pouring concrete into forms for two new bridges, one across Three Rivers, the other across Alder creek, a tributary.

Between Hebo, 21 miles out from Tillamook, and Hebo, there is some new construction work. A big steam shovel is working at about the midway point, scooping out dirt to widen the grade. Next spring, the summer programme calls for paving as far out of Tillamook as Hebo.

Eight and two-tenths miles of paving already is laid out of Tillamook, and additional paving work last fall has added a mile and a half to this from mileage 11.7 out of Tillamook to mileage 13.2.

Master Hand at Directing. The hardest part of the drive to Tillamook is to tell the truth as to the west side highway between Newberg and Dayton. New construction work is being done, but it is still pretty soft, especially on a couple of hills. Gravel has been dumped here to make traffic possible, but not quite enough gravel. It is very soft in wet weather, but in dry weather cracks pretty well.

Between McMinnville and Sheridan the going is all right if you get on the right road. To tell any person how to do this, however, is beyond the descriptive powers of this writer. Only a native McMinnvillian, and one enthusiastic over the subject, can tell you how to do it and at the same time avoid sending you into Amity.

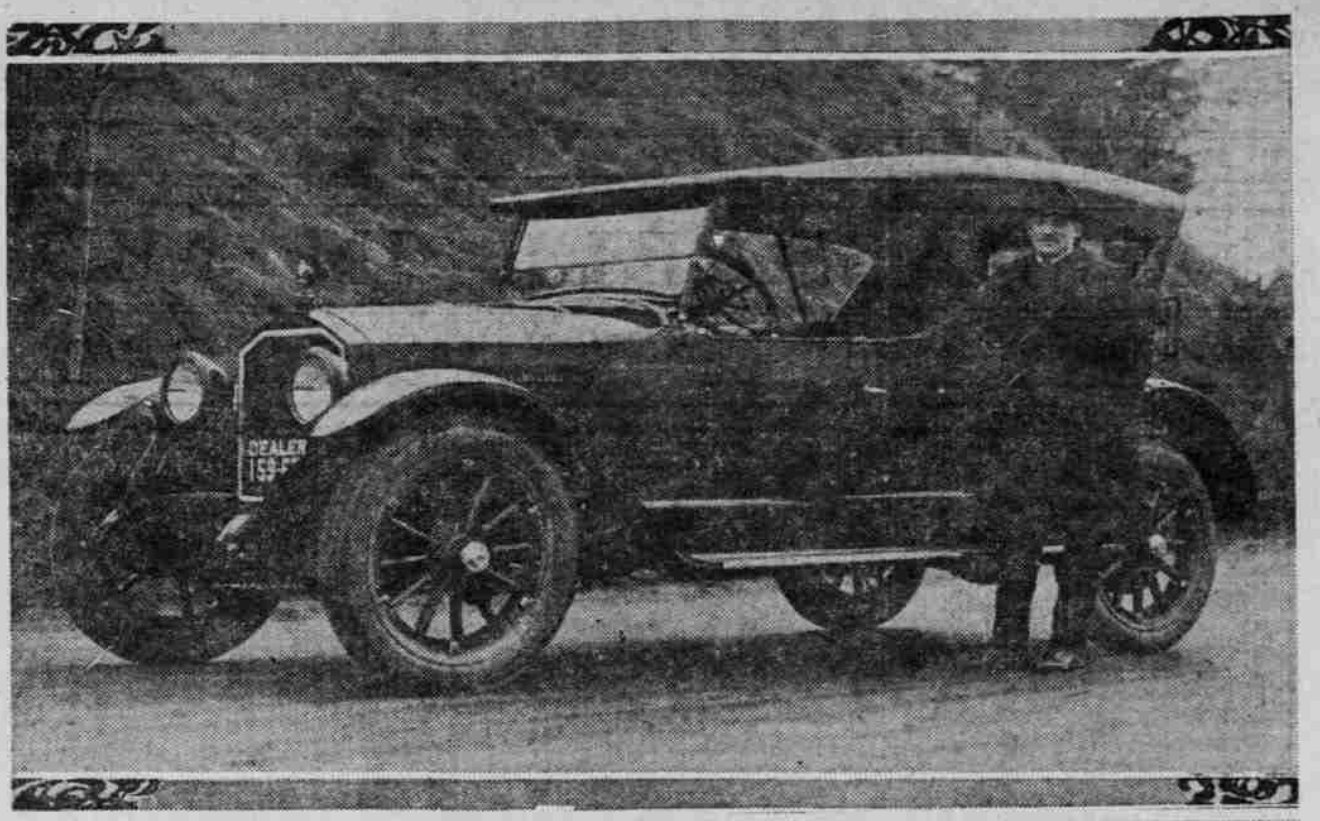
We were fortunate in being directed by a master artist at giving road directions, "Skipper" DeHaven, Chalmers and Maxwell dealer at McMinnville. Under his instruction, supplemented by frequent inquiries for there are no road signs to speak of, we took the road to Whittson station, but veered to the right just before we got there and kept on veering to the right at every vantage. This eventually brought us over first-class road, but one of many windings, into the main McMinnville-Sheridan highway at Bellevue. From there to Sheridan, about five miles, the pavement all the way. Taking this roundabout course via Whittson is necessary because the main highway is closed between Bellevue and McMinnville.

From Sheridan to Willamette the road is passable enough, but pretty badly rutted by heavy trucks. About the same conditions prevail between Willamette and the Grand Ronde. The road is passable enough, but rutted and rough. The rutted cold muds are a lot to do with this condition, for it froze the ground so deep that when the thaw came the road was left for a foot or so under the surface.

The writer has just told how, by the greatest good luck, and aided by the explicit directions of "Skipper" DeHaven, we managed to avoid getting into Amity en route from McMinnville to Sheridan. On the return from Tillamook we tried to retrace this route from that direction. The inevitable happened, as it always does, and we were stuck at all forks, we were stuck into Amity.

It's lucky for Amity that we haven't thoroughly changed the name. We would stick a "D" in the name and an exclamation point asterisk. Often

HERE IS THE 1920 EDITION OF THE ORIGINAL CAR WITH THE FAMOUS SILENT KNIGHT SLEEVE-VALVE MOTOR, WHICH IMPROVES WITH AGE.



As we have been to Tillamook, never got on the return, if that return happened to be slightly after dark, have we managed to sneak by without running into Amity. Amity is not the correct place to stop on this route. In fact, we advise all motorists most urgently to keep out of it, for the west side highway out of Amity is deep with mud. We came nearer getting stalled in that mud than in any on the road to Tillamook. But all roads in this vicinity seem inevitably to lead into Amity. There are no road signs at forks in the road—at least, none you can find after dark. You can turn and twist and follow maps all night, but eventually you will land in Amity.

Herby did, just as Lawrence E. Thekerison did, and Bill Grout did, when we returned from Tillamook with them. Thekerison's adventure was the worst, for on that occasion we circled Amity one hour and a half, and finally wound up at Whittson station at 2 A. M. We had to wake up a man we heard snoring to tell us where we were.

Herby managed to get out of the Amity influence after circling around only half an hour, but this was undoubtedly due to the fact that it was a moonlight night.

Log of the Route. Following is the log to Tillamook: 60.0 Oregonian building. Out Tillamook to get beer and Capt. W. H. Weiser to Newberg. Paved all the way.

24.2 Newberg. Follow West Side highway. 27.8 Out and fill. New grade rather soft for 3/4 mile.

29.2 Fill on new grade. Rocked, but still pretty soft, also soft up hill beyond for some distance.

33.0 Detour left over fair road. Main highway closed.

34.4 At tree turn right on detour back to main highway.

35.2 Straight ahead to McMinnville.

40.5 McMinnville. Go to Sheridan via Whittson, that is, turn to right just before reaching Whittson.

Rejoin main highway at Bellevue. Pavement into Sheridan.

69.3 Sheridan. Straight ahead to Willamette. Road is fair, but rough.

Williamia turn left across bridge. Road is fair, but rough.

White arrow at mileage 70. Road is fair, but rough.

70.0 Arrive points to right-hand road. Road is fair, but rough.

73.4 Road fair from here on, though with some corduroy and high centers. Fine through Sour Grass, fair over Three Rivers section to Hebo. Some high centers and mud.

93.8 Hebo. Good to Beaver.

101.0 Beaver. Road very fair from here to Tillamook.

108.8 Pavement into Tillamook.

117.0 Tillamook hotel.

MOTOR TRUCKING DE LUXE

ILLINOIS MAN IS ON WAY OUT HERE TO OREGON.

Stanley Steamer, Hupmobile and a Federal Truck Bringing Harts Putebaugh and Family.

PORTLAND, Or., Jan. 8.—(To the Automobile Editor.)—Dear Sir: The accompanying copy is a reprint from the Long Beach Telegram and prepared in the Delavan, Ill., Times-Advertiser. On account of the rather original ideas made use of, together with the fact that Mr. Putebaugh contemplates a visit to Oregon, the writer thought you could use the article in your Sunday columns. Mr. Putebaugh is well known to a number of Portland residents who formerly lived in central Illinois. E. W. Meeker, father of the writer, is one of an annual hunting party including Mr. Putebaugh that put up in a house boat on an Illinois duck lake, years ago.

A copy of the New Year's edition of the Oregonian has been sent Mr. Putebaugh and if anything can arouse his interest in Oregon's scenic wonders it is believed that the splendid sections devoted to our natural assets will do so. OURS TRIP. K. B. MEEKER, 128 East Twenty-ninth street North.

Following is the article describing Mr. Putebaugh's unique method of traveling: "Of all the unique auto tours reported, the trip of Harts Putebaugh and party, now stopping at 1537 East

GARAGE MAN MADE REPAIR SUPERINTENDENT FOR CHANDLER HERE.



APPOINTMENT OF G. J. MONTGOMERY ANNOUNCED BY A. B. KNAPS OF TWIN STARS MOTOR CAR COMPANY, CHANDLER DISTRIBUTOR. Mr. Montgomery, who is better known as "Monty," is shown in the picture with his Chandler Dispatch car. He has been for some years past owner and manager of the Aetna garage, 531 Alder street.

STEARNS-KNIGHT CAR AGAIN IN PORTLAND

1920 Model Arrives Here for Manley Auto Company.

KNIGHT MOTOR HAS POWER

Merrill Moores, Distributor for Stearns Some Years Ago, Will Be in Charge of Sales.

After an extended absence the Stearns automobile is back on Portland's motor row, and so is Merrill E. Moores, former Stearns dealer and enthusiast, who deserted the local motor colony for the aviation fields of Boston, Texas and Paris during the late engagement with the Huns. The car and the man came back simultaneously and they will be together constantly hereafter.

It was some months ago that A. B. Manley, president of the Manley Auto company, annexed the Stearns line, but the first samples of the new car did not arrive in Portland until a few days ago. Known the country over as the "ultimate car," the Stearns has "ultimately" arrived in Portland, much to the comfort and satisfaction of a partisan group of former Stearns owners, who have been waiting long for a peep at the newest Knight-motored vehicle to be built by the pioneer E. Stearns company of Cleveland, O.

The new Stearns has scored a home run with everyone who has been privileged to ride behind its sweet-running and silent motor. It looks even sturdier than its predecessor. Its close-coupled body, averaging lower than the earlier Stearns-Knights, gives the 1920 model more rakish appearance, stamping it with what might be termed a "bulldog" profile.

Moore on the Hills. Despite the fact that it carries a motor with the same bore as the Ford, 2 1/2 inches, which makes Stearns registration cost only \$15, like the Ford, regarding its position among the high-priced cars, the Stearns has power to spare, being a moose for hill-pulling and a snappy marvel at any stage of a touring jaunt. This surplus of power is traceable not only to the advantages claimed for the Knight motor design, but also to an unusually long stroke, 5 1/2 inches.

Another distinctive feature of the car is its 50-inch coil-over spring, on which it rides like a cradle in rocking over bumps. The two cars now on exhibition at the Manley Auto company are of five-passenger type, painted a dark-blue with gold-line trimming and with natural wood wheels. This model comes with full cord tire equipment, including an extra.

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While in the service he received a degree as aeronautical engineer for a successful course in the government aeronautical school operated in conjunction with Boston Tech. First Lieutenant Moores was one of 50 experts picked for special training on the aviation fields of Texas and was soon sent to a field near Paris, where he was in charge of experimental work and machine testing. Though just too old to qualify as pilot, he made daily trips in the air so as to be able to report upon the performance of many varieties of machines and equipment under given conditions.

After playing around with motors nearly all my life I am happy to get back to the Knight-motored Stearns, which is my ideal in automobiles," remarked Mr. Moores as he released the steering wheel following his first spin in the 1920 Stearns. Several years ago Moores was distributor for the Stearns car in Portland and a majority of the Stearns-Knights on the streets today were purchased as the result of his arguments in behalf of that line.

Gets Plenty of Flying. After earning degrees in mechanical engineering at the Oregon Agricultural college and Cornell university, Mr. Moores, in 1907, entered the automobile business in Portland and stayed with it continuously until the thrill of aviation lured him to enlistment.

While in the service he received a degree as aeronautical engineer for a successful course in the government aeronautical school operated

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