OVER THE SHORT-CUT ROUTE TO RAINIER

Chevrolet FB Scout Car Picks Best Road to Park.

NOW IS TIME TO VISIT IT

Atmosphere Is Marvellously Clear Now, and Auto Road to Paradise Will Open in Week.

(Continued From First Page.)

leaving the present main Pacific highway and taking the old graveled highway to the right via McIntosh.

Once upon a lime Bill drove a small
Once upon a lime Bill drove a small
Once upon a lime Bill drove a small
Via Onalaska-Morton Cutoff.

when the main highway between Castle Rock and Toledo is open again it will not be necessary to go into Chehalis at all, and 18 miles—9 miles along Chehalis, 9 miles out again to the Onaiaska turnout—can be gut of the distance, bringing the total to the park entrance from Portland by this route to only 180.6 miles. Then it will indeed be worth while to consider this short-cut road. Instead of going into Chehalis, the traveler will go by way of Toledo, and from there over paved highway to the turnout sign nine miles from Chehalis, turnout, and continue right on his way. But at present it is best to go into Chehalis, if for no other reason, to get some of the fine strip maps provided by the Automobile club of western Washington. This is a real road organization. It has strip maps covering all of Washington, and even strip maps of the Pacific highway in Oregon, and all may be obtained for a small sum. It has another large map all sum. It has another large map Washington, showing all roads, and still another man showing routes for transcontinental automobile tour-

In addition, this club has already signed up virtually all the main roads of Washington, and a number of the smaller ones, and is continuing its activity in this respect.

road. For six miles to Onalaska, a lumber camp, fine gravel. Then good gravel to mileage 20 out of Chehalis. Then the road begins to enter heavy timber and mountainous country. It is a truly beautiful drive, this one through the great trees.

Less Corndroy This Time. A year ago when the writer made

this trip there were many short jerky stretches of corduroy. Now only two or three such stretches, all short ones, remain. Evidently considerable work has been done on the road in the interim, for most of this conditions have been replaced by corduray has been replaced by gravel.

The road is very fair to approximately mileage 29, though with some

hills and rough stretches interven-ing. But here it enters the moun-tains beyond any question of doubt. tains beyond any question of doubt. You round a turn, and down, down down goes the road into a timbered canyon. Second gear driving, this descent, the road narrow, every few feet a sharp hairpin curve. Sound the horn and sound it often, for around any of these turns one might bump into an ascending car.

At the bottom, un goes the road on.

At the bottom, up goes the road on the other side, still narrower, sharper curves if any. The big Chevrolet was a beautiful car to drive over difficult road of this kind, because of its marvelous flexibility. It seemed impossible that a 4-cylinder car should throttle down to five miles an hour on a hill, or over rough, bumpy road, and still be able to accelerate withand still be able to accelerate with-out going into second. But Grout did this with the car, not once but often. All the way over the moun-tains on this road he went into second only three or four times, and into

In addition, the big car rode besu-tifully, its springs absorbing every road shock. When speed was needed it had the speed, and where the cue was to loaf around sharp curves, it had the loafing power in high. What ordinarily a car would not be ex-pected to do under six cylinders it did without effort on four.

Back Up to Pass.

From this ponit, mileage 29, the road is for the most part narrow, with few turnouts, though occasional open places with plenty of room. Several times we met cars or teams, though luckily always at a turnout. Only once was it necessary to back

The road winds along hillsides. through meadowed valleys surround-ed by high hills, now alongside the stream of the Tiller river, whose waatream of the Tiller river, whose water grade it follows; now high on a canyon side above it, most of the time through beautiful timber. Always through green, verdant country. It was a revelation to California. Now and then he raised his voice to say: "Look at those green hills!" or "This sure is a great ride!" There were a time presently however when ime a time presently, however, when California had nothing to say, for the simple reason that nothing was to be said, the only possible act beg to hang on and to pray. Of that

At mileage 35 out of Chehalis, this oad swings along through timber on the bank of the stream, most of the

clong a narrow way, where if you bropped and missed bumping on tree runks you might fall a couple of bundred feet into water. At length,

lank road, some good, mostly oor, but not much of it, and then the imber town of Morton. We had been loafing along through the woods, taking our own time. At the drug store in Morton we noted the time as 7:05 P. M. Somebody casually asked how late the park gate remained open.

That Chevrolet Traveled!

blighing proprietor. Eight o'clock! And still 31 miles

blighing proprietor.

Elight o'clock: And still 31 miles to go from Morton, and 55 minutes to do them in! Bill looked at us and we looked at Bill. Evidently, after coming so far, Bill did not relish the thought of leaning up against the park gate for the night. As one man we jumped for the machine.

They said it was 17 miles to Mineral, the next main town, with the road very good. It was good. We would have spilled off it three dozen times. For Bill Grout took the bit in his teeth and sped that car over this road through the timber, with many sharp curves, as though he had been on a race track.

S1.7 Cowlitz-Lews Conder, avoiding right-hand road to Toledo, account construction work near there.

S2.9 Keep to left for Vader, avoiding right-hand road to Toledo, account construction work near there.

S3.4 Vader, Road good macadam. Straight ahead.

95.1 Take left-hand road at fork. Good to Napavine.

97.0 Napavine.

97.0 Napavine.

97.0 Napavine.

97.1 Take left-hand road at fork. Good to Napavine.

97.2 Napavine.

97.3 Vader, Road good macadam. Straight ahead.

95.1 Take left-hand road at fork. Good to Napavine.

97.0 Na

highway to the right via McIntosh, Rainler, Yelm, McKenna, Roy and Greendale and across by good gravel prairie road 6.2 miles to the Tacoma-Rainler Park highway, about 21 miles out of Tacoma.

All Gravel Road.

This is all gravel road, but excellent, though somewhat rough between Tenino and Yelm. The distances are: Portland to Chehalis, 165 miles. Chehalis to Greendale, 422: Greendale to Park highway, 6.2; from there to park entrance, 258.8 to Paradise Inn. This run can be made in a day, and is recommended to drivers who may have their doubts as to tackling the mountain road via Onalaska and Morton.

The third and shortest route to the

Onalaska and Morton.

The third and shortest route to the park from Chehalis is that taken by the Chevrolet party last week, via Onalaska, Morton and Elbe, where it nide!"

In ever less than 50, most of the time at 40 and 45 miles an hour. In the back seat California was hanging on grimly. Occasionally we could hear him mutter: "There goes another nide!"

the Chevrolet party last week, via Onalaska, Morton and Elbe, where it joins the main park highway. It is mountain road, narrow, and no place for the amateur driver, but presents no difficulties to a driver of experience, except in a few places where there is no room to turn out if another car were mel. It is dry and fast time can be made over the latter part of ft, between Morton and Elbe. Distances on this route are as follows: To Chehalis from Portland, 105 miles. Chehalis back-tracking south on Pacific highway to turnoff at sign "To Onalaska," nine miles. Thence across to Morton, 32.4, which includes all the mountain driving From Morton to Elbe, mostly over fine road, 17.1 miles; Elbe to park entrance, 14.1 miles, a total of 178.6 miles to the park entrance, and 193.5 to Paradise valley.

Really 28 Miles Shorter.

This, it will be noted, is only 10 miles shorter than the better road, by way of Roy and Yeim. However, this is not the full story, at that. For when the main highway between Castle Rock and Tolede is open again it will not be necessary to go into Chehalis, 9 miles out again to the Onalaska turnout—can be cut off for Mount Rainter National park to the mountain driving states of the park at 31.1 miles, entering is on. So does California.

Persons intending to stop either at Longmire springs or at Paradise inn, which is now open, will do well to the land of time. These hotels are in for a heavy touring season, as more and more tourists are heading for Mount Rainter National park to

our miles remaining to Paradise. Nearly Four Miles of Snow. foot up the road. We soon found out. Only a short distance up from Narada we ran into snow, and then for most of the long four miles to Paradise

But to continue. Bill Grout headed the Chevrolet FB into the Onalaska toad. For six mlies to Onalaska, a the great sights within the park, and generously acclaimed it as "one hundred per cent park!" and "even better than Yosemite," which is the apex and epitome of all things for a Californian. But the snow! Here was

a now experience.
California had on low walking shoes, which were not exactly built for snow travel. These shoes worried him beyond measure. He would wade through a great drift of snow across the road and stop in the middle of it to take off his shoes and pour the snow out of them. Naturally, this delayed his ascent considerably. But he was one game bird, was Califor-nia, and he trudged along without complaint, delighted to see so much

Others who didn't care how much snow was on the road either walked

snow was several feet deep yet in many places near Paradise inn, but the warn sun was melting it fast. Alpine flowers were peeping up from the edges of the drifts. Many parties were hiking off on the many different trips from Paradise inn, or preparing to climb the mountain. In short, the season at Rainier National park is open.

park is open. Now is the time to go to Rainier National park, or to prepare for your trip. If you go once you will come again. California is coming again and expects to tell all his friends to

00.0 Oregonian building, Portland, Paved to Vancouver, Wash. 8.0 Vancouver, Wash. Follow Pacific

to Vancouver, Wash.

8.0 Vancouver, Wash. Follow Pacific highway pavement.

15.6 Salmon ereck bridge. Pavement ends. Very rough to 16.3.

16.3 Main highway closed, construction work. Detour left at sigh. Detour road paved to 22.9, but good to Ridgefield.

27.2 Ridgefield. Follow detour sign. Pavement to 31.2.

21.3 End detour, rejoin main highway, ond pavement. Fair gravel.

25.2 La Center. Highway good macadam, slightly rough.

41.5 Woodland. Pavement to 41.9.

41.6 Turn left off pavement. New highway grade, surfaces good macadam. Old section through Martin's Bluff, formerly se rough, new good on new grade, and very good thence to Kalama.

50.7 Kalama. Good to Keiso.

62.0 Keiso. Here hegin your troubles. Detour left over Cowlitz river bridge to west bank detour road.

62.4 End bridge, turn right. Road fair, gravel.

66.5 At shed, turn right. Road fair, gravel.

66.6 At shed, turn right. Road fair, i gravel.
67.3 Turn left on plank road up hill.
Rough in here, has been bad in wet weather. Mostly dirt bottom. Many short up and down pitches.
69.0 Turn right and climb long, steep up-grade. fellowed by long, steep descent to 71.2. Road fair to medium, gravel bottom.
78.6 Turn climb at 1800 (average bodden)

Castle Rock, but just before reaching bridge, follow detour sign and take road to left, avoiding Castle Rock entirely. This road very fair to about mileage 77.

77.0 Dirt bettom only, and road becomes very ruity and rough. Abundant signs of extremely hard going here in wet weather. For next three miles hard to make over 10 miles an hour account ruits and bumps. Traces of one bad mudhole at 77.9. This stretch would be bad in even moderately wet weather. Numerous short hills.

52.0 Down long hill. Road better.

50.5 High bridge, crossing stream. Just beyond is Olequa ferry road and end of detour.

50.5 Join Olequa ferry road, but turn to left instead of back to ferry to right. Road good macadam.

51.7 Cowlitz-Lewis county line.

52.9 Keep to left for Vader, avoiding right-hand road to Toledo, account construction work near there.

53.4 Vader. Road good macadam. Straight ahead.

50.6 Winlock. Straight ahead. Road good.

Via Onalaska-Morton Cutoff.

00.0 Set speedometer back to zero, at St.
Heiens hotel. Chehalis. Then back
south down main Pacific highway.
Keep straight ahead, all paved road,
to mileage 9.

9.0 Sign "To Onalaska." Turn left on
good gravel road.
15.0 Onalaska. Turn left. Road good.
16.6 Straight ahead. First-class gravel to
here.

here.

17.0 Road begins to enter wooded country.

18.8 M. Griel general store. Very good gravel to here. Straight ahead.

20.0 Down steep hill, sharp turns, go into second gear at top. Road now beginning to roughen up but still good.

beginning to roughen up but still good.

25.2 Good plank to 25.5.

26.7 Very rough old cordurey to 27.

27.0 New grade being built along here. Going fair.

28.4 Pass white house with green trimmings, at left. Road fair, much better than last year, due to considerable new work.

29.0 Now entering real mountain country. Narrow mountain road starts down

29.0 Now entering real mountain country.
Narrow mountain road starts down
into canyon. Long hill, winding road,
go into second gear. Sound horn for
sharp curves, little room to pass
another car.

29.6 Wood bridge at bottom, then ascent up still narrower mountain
road, sharp turns, few passing places,
Be sire to sound horn vigorously at
turns. Deep canyon alongeide.
Beautiful woods.

31.0 Out into comparatively open, level
country. Road fair.

31.1 Bridge.
31.3 Enter another canyon, road very parrow. Drive cautiously.

or another canyon, road very narrow. Drive cautiously.

31.9 Bridge being repaired. Road all narrow, but heautiful through the trees,
32.0 Out on a pretty meadow glade, great wooded hills all about.

32.7 Bad but very short detour through creek, due to broken bridge.

32.9 Ranch house and barn. Road better now.

32.9 Ranch house and barn. Road better now.

33.5 Through thick timber again, At 33.9, white schoolhouse to left.

34.0 Cross red steel bridge, drive along right side of stream.

34.5 Bad corduroy, I mile, then fair, changing to scod gravel at 35.

36.0 Road now goes through deep timber along and above stream. Road narrows, cut out of rock cliff stream, Sound horn, drive very cautiously for approaching cars.

37.4 Steel bridge, cross stream. Road narrow but good.

39.1 Settlement. Keep straight ahead.

39.6 Up long, fairly steep hill, road very narrow, gising high up side of gorge through which stream flows. Heavy timber. Drive slowly, sound horn, no plage to pass for nearly half mile, otherwise road good.

40.3 Summit. Now going down. Sound horn,

40.3 Summit. Now going down. Sound horn.
40.7 Hit good plank road.
41.3 End plank.
41.4 Plank again, but very bad, broken, out of place to 41.8, where ends plank.
41.9 Red steel bridge. Then plank, very bad, into Morton.
42.4 Morton. Drug stere. Lumber town. Now out of mountain road. No more worry, all the rest is good road.
42.5 Turn left down main street to denot.
42.6 At depot, take main road to right. Follow Rhodes signs. "To Tacoma." This road is almost highway, and first-class for miles, any speed you want. Part through logged-off country, part through logged-off timber.

45.0 Lindberg. Straight ahead. West Fork. Road fine. Straight

ahead. 54.3 First view of Mount Rainier through

54.3 First view of Mount Rainier through rift in mountains.
55.7 Town of Mineral and mineral lake.
Road fine to here. Keep straight shead. Road now roughens up some, but still very good.
59.4 Bridge across Nisqually river.
59.5 Eibe on main Tacoma-Mount Rainier highway. Turn right.
65.8 Pacific National Lumber company camp. Road good to here, but now rough to Ashford, and dusty. Here passes through desolate logsed.

passes through desolate logged-of section. 67.3 Ashford. Road now better. Timber 73.3 Entrance to Mount Rainler national park. Stop, register, give names, license number, pay \$2.50 for sea-

175.6 from Portland to Park entrance. Park Distances.
Within Rainler national park, distances by automobile road are as

trol rules.

16.0 Narada falls. Present terminus of automobile travel. The McKenzie highway over McKenzie pass is still road up to Paradise tnn. This road to be open July 15.

20.0 Paradise inn, at head of Paradise construction work.

Removing Battery Terminals. The terminals of storage batteries are often difficult to remove, espe-cially if they are corroded. Hammering them is dangerous, as it is likely to break the plates, but a C clamp may be used effectively. place the clamp so that the lip rests against the

Factory of Union Switch & Signal Co., and Westinghouse Union Battery Co., Swissvale, Pa. WESTINGHOUSE BATTERIES now in production

WESTINGHOUSE AIR BRAKE INTERESTS

THE WESTINGHOUSE AIR BRAKE COMPANY WESTINGHOUSE TRACTION BRAKE

COMPANY WESTINGHOUSE FRICTION DRAFT GEAR COMPANY WESTINGHOUSE PACIFIC COAST

BRAKE COMPANY UNION SWITCH & SIGNAL CO. UNION SIGNAL CONSTRUCTION CO. THE AMERICAN BRAKE COMPANY NATIONAL BRAKE & ELECTRIC CO. NATIONAL STEEL FOUNDRIES MILWAUKEE LOCOMOTIVE MANU-

FACTURING CO. SAFETY CAR DEVICES COMPANY LOCOMOTIVE STOKER COMPANY WESTINGHOUSE UNION BATTERY BACK of the Westinghouse Union Battery Company are the powerful resources, the ability, and the years of successful achievement of the Westinghouse Air Brake Company.

Arising from its splendid record during the war in producing artillery munitions, the Westinghouse Air Brake Company was called upon by the War Department to create facilities and undertake the production of the LeRhone Rotating Airplane Motor. The Air Brake Company, through its subsidiary, the Union Switch & Signal Company, at once erected the buildings illustrated above, and turned out the best rotary Airplane Motor ever built in this or any other country, as officially characterized in the Congressional Airplane Production investigation.

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It has undertaken to supply these demands through the organization of the

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The same outstanding integrity, the same far sighted vision of service, the same determination to build the best that is possible, which have distinguished every one of the many successful undertakings of the Westinghouse Air Brake Company, are just as truly an inseparable part of the foundation of this new Battery Com-

Endowed with the high purpose of the parent company and inheriting its uncompromising de-

termination to render an exceptional service, this company is about to introduce a storage battery and a storage battery service which will measure up with the high standards of the Westinghouse Air Brake Company. We are determined to justify the confidence and merit the patronage of every one with whom we deal. We are building carefully and permanently so that the automobile trade will be glad to welcome both the battery and the service offered.

WESTINGHOUSE UNION BATTERY COMPANY Swissvale, Pa.

WESTINGHOUSE

DATA COMPILED BY FIELD MEN OF FOREST SERVICE.

Within Rainier national park, distances by automobile road are as follows:

00.0 Park entrance, 6.6 Longmire springs and hotel.

12.0 Niequally glacier and cheeking station. One way road only, above here, cars going up and down under control rules.

Open for Season.

The season has now arrived when virtually all roads of consequence, even in the mountains, are open to trol rules.

onstruction work.

Data compiled by field men of the pass and caster forms; excellent. Camp Inited States forest service on Oreton and Washington roads within or United States forest service on Oregon and Washington roads within of near national forests is included in Road Bulletin No. 12. just issued.

The reports follow:

Eastern Oregon.

Medical Springs-Ourson—Medical Springs
to Martin bridge, open; fair, Martin
bridge to Carson, closed; bad bridges.
Baker-Cornecopia—Open; fair.
Sparta-East Eagle—Open; fair.

McKenzie Highway One of Few Important Roads Not as Yet

Open for Scason.

Open for Scason.

The season has now arrived when virtually all roads of consequence even in the mountains, are open to Olympic highway (2)—Olympia to Peri Angeles, open; good. Pert Angeles to Forks and Mora, open; good. Spirit lake road—Open from Castle rock,

Cleaning the Body.

The body of the ear should be cleaned with castile soap and water. Mud should not be rubbed off, but rather should be washed off, by flowmay be used effectively, place the clamp may be used effectively, place the clamp so that the lip rests against the terminal and the screw against the terminal and the screw against the connector. Give the clamp a couple of turns and the cable comes out castly.

Western Gregon.

Crescent City-Port Griord—Open, Brooking a gentle stream of water over the spot. This floats the mud off without spot. This floats t

Alder Springs to ways leaves a spot; consequently reEugene to Rigdon, of road oil get on the body they

Seed on a piece of cloth rubbed over it red and then retempering it once will work wonders.

Descriptions hould be removed by an application of salt butter, which loosens the oil, or by a local application of kerosene. Be careful not to rub them too much or by a local application of kerosene. Be careful not to rub them too much. The top should not be cleaned with gasoline or similar liquids. Soap suds and water should be used inside and

Oil joints should be fitted with gas-



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