

OVER THE SHORT-CUT ROUTE TO RAINIER

Chevrolet FB Scout Car Picks Best Road to Park.

NOW IS TIME TO VISIT IT Atmosphere is Marvelously 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 gravelled highway to the right via McIntosh, Rainier, Yelm, McKenna, Roy and Greendale and across by good gravel prairie road 6.2 miles to the Tacoma-Rainier 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, 160 miles; Chehalis to Greendale, 12.2 miles; Greendale to Park highway, 6.2; from there to park entrance, 35.4, a total of 188.5 to the park entrance, 198.8 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 park from Chehalis is that taken by the Chevrolet party last week, via Onalaska, Morton and Elbe, where it joins the main park highway. It is a mountain road, narrow, and 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 met. It is dry and fast time can be made over the latter part of it, between Morton and Elbe. Distances on this route are as follows: To Chehalis from Portland, 160 miles; Chehalis to Onalaska, 10.5 miles; Onalaska to Morton, 25.4, 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 198.6 to the park entrance, and 198.6 to Paradise valley.

Really 25 Miles Shorter.

This, it will be noted, is only 19 miles shorter than the route taken by way of Roy and Yelm. However, this is not the full story at that. For 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 into Chehalis and 9 miles to the Onalaska turn-off—can be cut off the distance, bringing the total to the park entrance from Portland by this route to only 183.6 miles. Then it will indeed be worth while to consider this short-cut route. Instead of going into Chehalis, the traveler will go by way of Toledo, and from there over paved highways to the turn-off sign nine miles from Chehalis, turn out, 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 of Washington, showing all roads, and still another map showing routes for transcontinental automobile touring. In addition, this club has already signed up virtually all the main roads of Washington, and a number of the smaller ones, continuing its activity in this respect.

But to continue, Bill Groat headed the Chevrolet party into the Onalaska road. For six miles to Onalaska a lumber camp, fine gravel. Then good gravel to mileage 20 out of Chehalis. Then the big Chevrolets, with their timber and mountainous country. It is a truly beautiful drive, this one through the great trees.

Less Corduroy 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 the corduroy has been replaced by gravel. The road is very fair to approximately mileage 20, where some hills and rough stretches intervene. But here it enters the mountains beyond any question of doubt. You round a turn, and down goes the road into a timbered canyon. Second gear driving, this descent, the road narrows, 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 rider.

At the bottom, up goes the road on the other side, still narrower, sharper curves if any than the descent. 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 without going into second. But Groat did this with the car, not once but often. All the way over the mountains on this road he went into second only three or four times, and into first, never.

out of rock. Then a red steel bridge crossing the stream, and then a long climb, high, high above the stream, along a narrow way where if you dropped and missed bumping on loose trunks you might fall a couple of hundred feet into water. At length, the road, some good, mostly poor, but not much of it, and then the lumber 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! "It closes at 8 o'clock," said the obliging proprietor. "Eight 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 loafing 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 weather very good. It was good. We yowled for that. Had it not been good we would have spilled off it three dozen times. For Bill Groat 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.

Once upon a time Bill drove a smaller Chevrolet on a record run around Mount Hood. The record stands yet. But Bill's father, who is Superintendent of Schools Groat, after this performance very properly opined that until Bill was 21 years old he would confine his driving to mere touring-car operations. Bill reluctantly complied. He is now 21, so perhaps it doesn't matter. If he were not we could advise his parent that a motorist matter of safety first, Bill is far safer in race driving than at seeing how fast he can shoot a touring car down mountain road.

As we said, Bill stepped on the throttle and the FB jumped ahead. Bill and we raced along the curving road through the timber at never less than 25, most of the time 40 and 45 miles an hour. In the back seat California was hanging on grimly. Occasionally we could hear him mutter: "There goes another mile!"

Real Kick to This.

And then, miles rarely did go! Racing 45 miles an hour on pavement or straight gravel road has a more infinitesimal kick to it as compared with the large sensation to be obtained from "shoving" at the same speed through the woods on a road that turns every 100 yards or so every couple of hundred yards. We made Mineral in a little less than 25 minutes, and then we raced along the road, in exactly one hour, and five minutes from the moment we left Morton. This record may be bettered some day, and no claims are made in its behalf; but if it is bettered we prefer to remain at home while the lettering is on. So does California.

We made the park at 8:10—and found it was open until 8 o'clock. After registering and paying the \$2.50 fee for a season permit, we were quite at the National Park hotel at Longmire springs, six miles within the park.

Persons intending to stop either at Longmire springs or at Paradise inn, which is now open, will do well to wire or write for reservations well in advance. The latter is especially in for a heavy touring season, as more and more tourists are heading for Mount Rainier National park to pass their vacations next to nature.

From Longmire springs next morning we went on to Nisqually glacier, where the glacier of that name, coming down from the summit of Mount Rainier, just its brown snout out within a quarter mile of the road. From here on it is a one-way road only, cars going up and descending at certain hours, under control of rangers at the Nisqually and Narada falls checking stations.

We were lucky in having to wait only a few minutes, for all ordinary trucks and schedules were on the blink that day owing to the flock of cars in for the Fourth. At Narada falls, reached on a 4 percent grade, skirting slightly canyons, the road, usually, is the present terminus of automobile travel, due to snow on the four miles remaining to Paradise.

Nearly Four Miles of Snow. We parked the car at Narada, and to ascertain for ourselves how much snow there really was, we set out on foot up the road. We soon found out. Only a short distance up from Narada we ran into a brand-new experience for California. He had exclaimed at the great sights within the park, and then he had said "one more dried per cent park" and "even better than Yosemite," which is the apex of the mountain range in California. But the snow! Here was a new experience.

Less Corduroy 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 the corduroy has been replaced by gravel. The road is very fair to approximately mileage 20, where some hills and rough stretches intervene. But here it enters the mountains beyond any question of doubt. You round a turn, and down goes the road into a timbered canyon. Second gear driving, this descent, the road narrows, 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 rider.

At the bottom, up goes the road on the other side, still narrower, sharper curves if any than the descent. 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 without going into second. But Groat did this with the car, not once but often. All the way over the mountains on this road he went into second only three or four times, and into first, never.

In addition, the big car rode beautifully, 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 expected to do under six cylinders it did without effort on four.

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.

Dist. behind only, and road becomes very rutty 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 ruts and bumps. Trace of one bad mudhole at 77.9. This stretch would be bad in even moderately wet weather. Numerous short hills.

Down long hill. Road better. High bridge, crossing stream. Just beyond and above stream, road narrows and becomes very rough and end of detour.

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

Chehalis to Mount Rainier National Park. Via Onalaska-Morton Cutoff.

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

Sign "To Onalaska." Turn left on good gravel road.

Onalaska. Turn left. Road good. Straight ahead. First-class gravel to head of detour.

Road begins to enter wooded country. M. Griel general store. Very good gravel to here. Straight ahead.

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 MANUFACTURING CO. SAFETY CAR DEVICES COMPANY LOCOMOTIVE STOKER COMPANY WESTINGHOUSE UNION BATTERY COMPANY

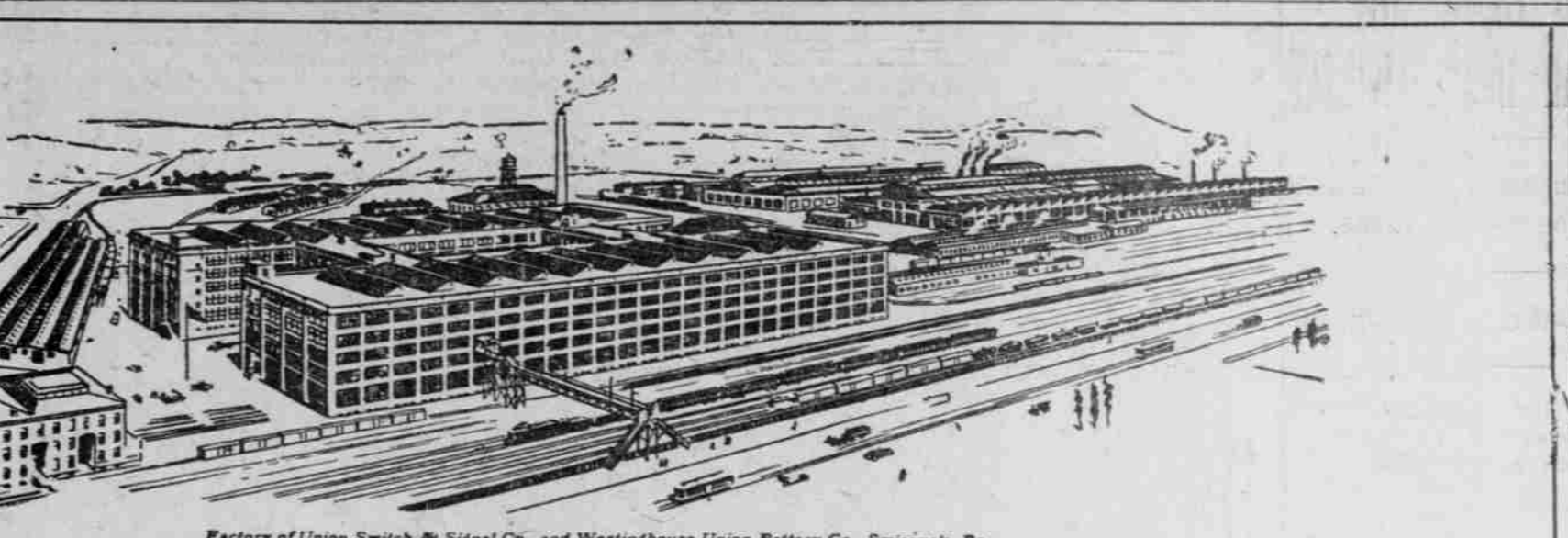
LATE ROAD INFORMATION DATA COMPILED BY FIELD MEN OF FOREST SERVICE. McKenzie Highway One of Few Important Roads Not as Yet Open for Season. The season has now arrived when virtually all roads of consequence, even in the mountains, are open to automobile travel. The McKenzie highway over McKenzie pass is still an exception, but mainly because of construction work.

Removing Battery Terminals. The terminals of storage batteries are often difficult to remove, especially 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 terminal and the screw against the lead. Tighten the clamp with a screw driver. Give the clamp a couple of turns and the cable comes out easily.

Cleaning the Body. The body of the car should be cleaned with castile soap and water. Mud should not be rubbed off, but rather should be washed off, by flowing a gentle stream of water over the spot. This floats the mud off without injury to the polished surface. If mud is permitted to remain on a new body until it dries hard it almost always leaves a spot; consequently removal should be immediate. If spots of road oil get on the body they should 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. The top should not be cleaned with gasoline or similar liquids. Soap suds and water should be used inside and out. For the upholstery a little lin-

red and then retempering it once a year. Decrystallizing. Travel over rough roads causes crystallization of various parts, with subsequent breakage, especially of storage rod spindles. The trouble may be obviated by removing the spindle and heating it to a cherry heat.

Use of Gaskets. Oil joints should be fitted with gaskets made of wrapping paper, while water joints should have asbestos gaskets coated with graphite. Hot gas joints, on the other hand, should have copper covered asbestos, and dry gas joints call for coated asbestos.



WESTINGHOUSE BATTERIES now in production

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. After the close of the war, in a survey of the field of production in which to utilize these extensive new plant facilities, the management of the Westinghouse Air Brake Company perceived the urgent demand for an increased supply of and improvement in Storage Batteries. It recognized the positive need for a battery service of real value to motor car owners and appreciated their impatience for the advent of a Storage Battery with a dependably longer life.

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

ways leaves a spot; consequently removal should be immediate. If spots of road oil get on the body they should 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. The top should not be cleaned with gasoline or similar liquids. Soap suds and water should be used inside and out. For the upholstery a little lin-

red and then retempering it once a year. Decrystallizing. Travel over rough roads causes crystallization of various parts, with subsequent breakage, especially of storage rod spindles. The trouble may be obviated by removing the spindle and heating it to a cherry heat.

Use of Gaskets. Oil joints should be fitted with gaskets made of wrapping paper, while water joints should have asbestos gaskets coated with graphite. Hot gas joints, on the other hand, should have copper covered asbestos, and dry gas joints call for coated asbestos.

Use of Gaskets. Oil joints should be fitted with gaskets made of wrapping paper, while water joints should have asbestos gaskets coated with graphite. Hot gas joints, on the other hand, should have copper covered asbestos, and dry gas joints call for coated asbestos.

Use of Gaskets. Oil joints should be fitted with gaskets made of wrapping paper, while water joints should have asbestos gaskets coated with graphite. Hot gas joints, on the other hand, should have copper covered asbestos, and dry gas joints call for coated asbestos.

Use of Gaskets. Oil joints should be fitted with gaskets made of wrapping paper, while water joints should have asbestos gaskets coated with graphite. Hot gas joints, on the other hand, should have copper covered asbestos, and dry gas joints call for coated asbestos.

Use of Gaskets. Oil joints should be fitted with gaskets made of wrapping paper, while water joints should have asbestos gaskets coated with graphite. Hot gas joints, on the other hand, should have copper covered asbestos, and dry gas joints call for coated asbestos.

Use of Gaskets. Oil joints should be fitted with gaskets made of wrapping paper, while water joints should have asbestos gaskets coated with graphite. Hot gas joints, on the other hand, should have copper covered asbestos, and dry gas joints call for coated asbestos.

Use of Gaskets. Oil joints should be fitted with gaskets made of wrapping paper, while water joints should have asbestos gaskets coated with graphite. Hot gas joints, on the other hand, should have copper covered asbestos, and dry gas joints call for coated asbestos.

REPUBLIC TRUCKS Our Republic Truck organization is skilled in every phase of truck transportation. We are here to analyze a business man's hauling problems, and advise with him-- on the basis of actual facts and figures. Roberts Motor Car Co. Vancouver, Wash. - Portland, Or. - Boise, Idaho Largest Exclusive Truck Dealer in the Northwest

Stewart PRODUCTS SERVICE STATION SAME DAY SERVICE AND SUPPLY

TO live up to our "same day service and supply" we've got to have a most complete stock of all Stewart parts, as well as the "Big Ten" Stewart Necessities themselves. You can run in or send in any time and be assured of getting what Stewart service and supply you want, the same day you ask for it. We're more particular about this "same day service and supply" than you are. Mail orders receive equally prompt attention—retail and wholesale. Remember—Now in New Location BROADWAY AT FLANDERS DRIVE IN FOR SERVICE