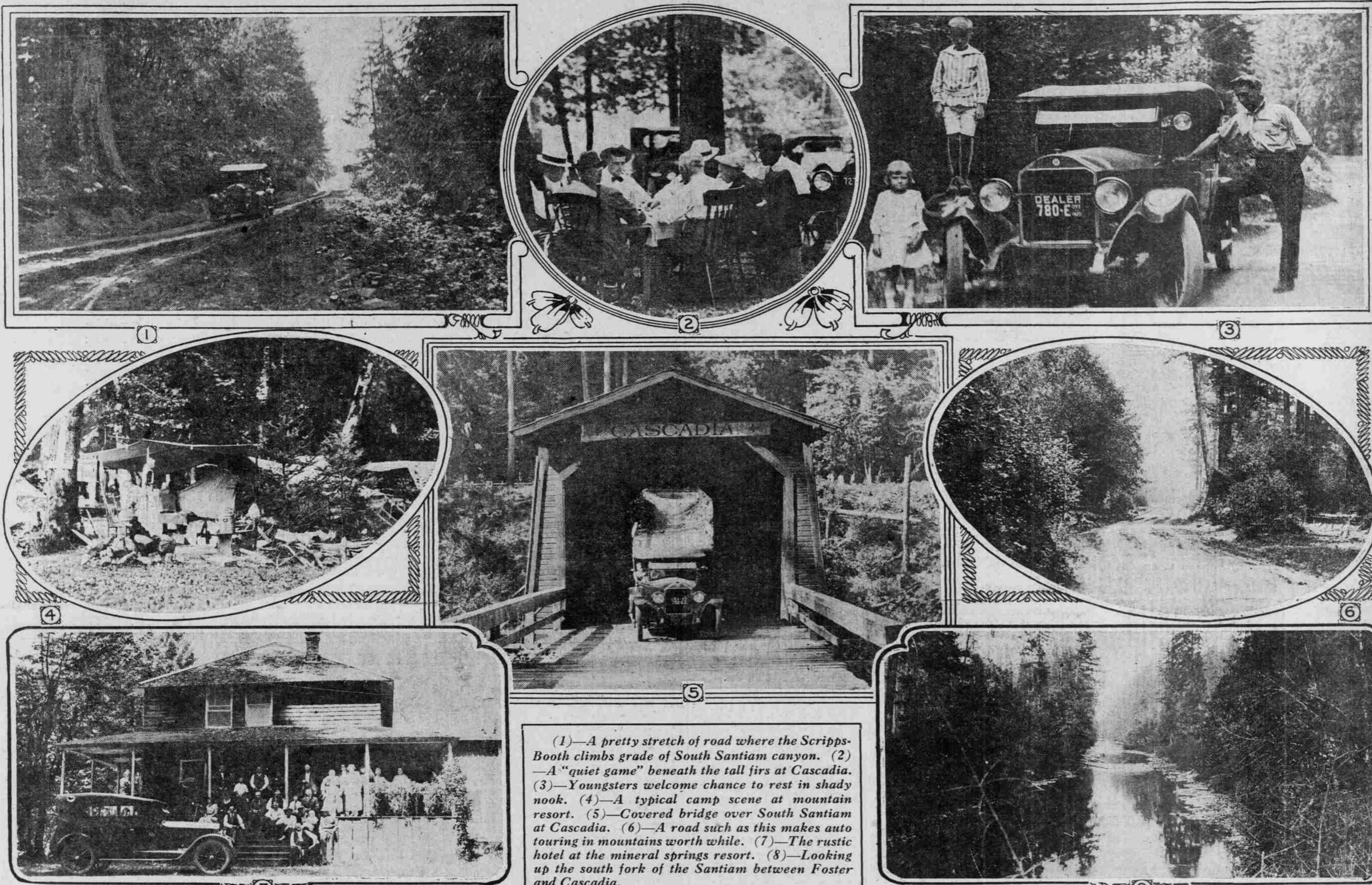


## MOUNTAIN TRIP WITH LOAD OF YOUNGSTERS IS HUGE SUCCESS

Scripps-Booth Car Makes Run of 268 Miles to and From Cascadia on 12 Gallons of "Gas" Without Mishap of Any Kind.



(1)—A pretty stretch of road where the Scripps-Booth climbs grade of South Santiam canyon. (2)—A "quiet game" beneath the tall firs at Cascadia. (3)—Youngsters welcome chance to rest in shady nook. (4)—A typical camp scene at mountain resort. (5)—Covered bridge over South Santiam at Cascadia. (6)—A road such as this makes auto touring in mountains worth while. (7)—The rustic hotel at the mineral springs resort. (8)—Looking up the south fork of the Santiam between Foster and Cascadia.

EXPERIENCED poker players will tell you that it is always the beginner who professes not to know a bob-tailed straight from a set of "four's" who cops the coin at his start in America's greatest of indoor sports.

And it likewise appears to be true that a substitute automobile editor who admits his inability to distinguish a crankshaft from a carburetor is also blessed with the beginner's luck.

All of which is a prelude to this simple statement of facts: As a week-end automobile trip out of Portland there is none better than that glorious ride into the very heart of the Cascades, where nature's garb has not been sullied by the hand of man. And when the easy-riding Scripps-Booth car glided over the covered bridge which spans Soda creek and came to rest at the door of the rustic hotel at Cascadia, the odometer registered an even 324 miles from the starting point in front of The Oregonian building at Sixth and Alder streets.

**Experiment Big Success.**  
No accurate log of the auto trip from Portland to Cascadia was kept, mainly because the week-end junket to the mountain fastness at Cascadia was by way of experiment, and also because the members of the party were enjoying themselves far too much to bother about mile-posts and time and other things which are always of high interest to a regular automobile editor.

The experiment was to see whether a mountain trip such as that from Portland to Cascadia could be taken with the tonneau loaded with babies ranging in age from 6 months to 6 years. A. Hannon, manager of the Scripps-Booth agency in Portland, said it could be done and the youngsters were willing to take a chance. And the judgment of the Scripps-Booth manager was vindicated in every particular. The trip to Cascadia is one which any family with children can take in comfort, and never have cause to regret it.

**Some Good Time Made.**  
Between Portland and Albany the beaten automobile paths were followed with but one or two deviations, the east-side Pacific highway was followed to Salem, but because of

work now being done on the Pacific highway, a detour was made across the new bridge into Polk county, and the run to Albany was made by way of Independence, with good gravel roads the entire distance after leaving the pavement a few miles east of Salem. The run between Salem and Albany, 33 miles, was made in an hour and 15 minutes.

Leaving Albany, the car swung through ripening grain fields in Linn county and headed toward the distant foothills of the Cascades to the east. The main-traveled highway from Albany to Lebanon is packed hard with gravel and is almost as easy riding as a hard-surfaced pavement. The 15 miles between Albany and Lebanon were made in an even 30 minutes.

**Machine Never Flutters.**  
Right through the main street of Lebanon the highway stretches out toward the east and the steady grade into the mountains is soon encountered. But the road is good, and the sturdy Scripps-Booth chugged along without a flutter.

The first touch of the mountains is found at Sweet Home, and the crisp air of the higher altitude sends forth a message which beckons on toward the summit. Then Foster is passed as the mountain road winds up the canyon of the South Santiam. Many feet below on one side the foam-flecked water of the mountain stream dashes over rocks and cliffs in its mad rush toward the setting sun. On the other side, giant firs lift their branches heavenward, and stretch out over the ribbon-like road, forming a canopy to ward off the August sun.

It is a steady climb throughout the 32 miles between Lebanon and Cascadia, but the trip can be made in comfort—even for babies—in just a trifle more than two hours.

**Cascadia Garden Spot.**  
Cascadia itself is a garden spot of which Portland people, apparently, know but little. But for the people of Salem, Albany, Lebanon, Corvallis and other points in the Willamette valley, it is truly a vacation mecca. Splendid camping facilities are to be found in the large preserve and the tents of happy vacationists are dotted in every part of the huge forest.

At the confluence of the south fork of the Santiam and Soda creek there is an ideal swimming pool just as nature carved it. From massive rocks, while up the mountain sides are many little trout streams which lure the anglers off at early morn. There is an indefinable something in the mountain air about Cascadia

which brings forth the true spirit of hospitality. The glad hand of welcome is extended by those who are resting there to the new arrival. They are anxious that the newcomer shall share with them the absolute joy of living up there where man meets nature as God created it.

The trip for Portland was scheduled to start on Sunday noon. But just ere the gong was sounded the word was sent forth that fried chicken was then being turned to a golden brown. Then came an hour's postponement.

The drive back to Portland was made over practically the same roads as on the outbound trip. And it was

quiet, restful mountain resort. Came just 9:50 P. M. when the machine pulled up at the starting point.

**No Mishaps Whatever.**  
There were several outstanding features to the Cascadia trip which might well be mentioned. From the time the party left Portland until the return home the driver did not have this supply was still doing duty at the end of the journey.

blowout, not a screw loose, not a thing to be fixed throughout the entire trip of more than 268 miles. And the car averaged 22 1/2 miles to the gallon of gasoline. Twelve gallons of "gas" were in the tank when the car left. The Oregonian's holding in this supply was still doing duty at the end of the journey.

When all plans have been carried out there will be over a thousand miles

of good highway in these national forests. Many well-laid-out camp sites await the outdoor enthusiast. Several of these are close by streams where fish are abundant and where hunting is good. Numerous camp grounds are equipped with stone fireplaces. The extensive telephone systems of the forest service are available to the public free in case of emergency.

Notable among the recreation places mentioned are the Sunlaw resorts in the national forest bearing that name, the Eagle Creek camp grounds, Columbia Gorge park, Lehman and Hildebrand springs, the Anthony lake region, Crater National park, Dead Indian Soda springs, Oregon caves, Wenaha springs and McKenzie bridge. The latter is a mecca for tourists and is the outfitting point for many campers.

Persons desiring copies of this pamphlet may obtain them by addressing a request to the district forester, Portland, Or.

**"ROAD CLOSED" SIGNS DOWN**  
Traffic Between Grants Pass and Rogue River Resumed.

GRANTS PASS, Or., Aug. 21.—(Special.)—The "road closed" signs on the highway between Grants Pass and Rogue River have been taken down and traffic is now pouring in an almost steady stream over the new pavement between these two cities. The Pacific highway between Grants Pass and Ashland is now all complete except a short strip between Gold Hill and Rogue River, which is in very good condition. The Rogue River detour has been one of the worst roads in southern Oregon. It being filled with chuck holes and deep dust pockets. Large passenger buses are now running on regular schedule between Grants Pass and Ashland.

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### HIGHWAY BAD IN SPOTS

SOUTH BEND ENGINEER GIVES INTERESTING DATA.

Information Given for Benefit of Motorists Planning Trips Over Ocean Beach Road.

For the convenience of Portland motorists who are planning trips over the Ocean Beach highway near South Bend, Wash., H. A. Gibbs, county engineer at South Bend, has prepared the following accurate information concerning the main-traveled roads and highways:

From the Lewis and Pacific county line at Walville, for one mile the macadam road is in very poor condition. The remainder of the road to Frances, 7.35 miles from Walville is in fair condition. From Frances to Nalpee, 5.75 miles, the road is in good condition. In August and September the road from Lebanon to Nalpee will be torn up preparatory to laying concrete pavement. Detours will be necessary.

From Nalpee to city limits of Raymond, 16.10 miles, the road is in good condition, with concrete pavement half the distance. In July, August and September concrete pavement will be laid on the remainder of this section. Watch for detour signs. Drive slowly over the steel bridges on this section, as approaches are in bad shape.

From Raymond to and through South Bend road is in good condition except over trestle leading into Raymond, which is very rough. Distance 7.59 miles.

### TOURISTS TO HAVE CAMPS

ABERDEEN TO PROVIDE TWO GROUNDS FOR TRAVELERS.

Realtors Will Buy City Site and Chamber of Commerce Will Make Use of State School Lands.

ABERDEEN, Wash., Aug. 19.—(Special.)—Aberdeen is now assured two tourist campgrounds, one within the city, to be purchased by city realtors, and one in South Aberdeen, secured by the Aberdeen chamber of commerce from state school lands.

Location of the park to be bought by the realtors will be announced as soon as negotiations now pending for its purchase are completed. Articles of incorporation were filed today by the realtors of a company to administer and improve the ground. The park secured by the chamber is located on state road No. 20, is five acres in extent and is entirely on high ground, from 20 to 55 feet above sea-level.

Purchase of the realtors' park will mark successful culmination of efforts of the Grays Harbor realty board to obtain a park on which work could be begun this fall. Negotiations with the Grays Harbor Railway & Light company for a park at Electric park, on company-owned ground, were unsuccessful and it was finally decided that the ground should be purchased within Aberdeen. Members of the board have pledged amounts averaging \$50 each toward upkeep of the park.

The chamber of commerce campground was secured following application to Clark Savidge, state land commissioner. The site was selected this morning by representatives of

### RIVER ROAD TO SEASIDE GOOD

Chevrolet Dealer Makes Trip Through Three Counties.

What LeRoy R. Fields claims is the ideal way to make the trip to Seaside and the Nehalem beaches was taken by Fields last week-end, the Chevrolet dealer here driving his car down to Seaside over the Columbia highway, making the trip down the beach and returning over the inland route through Willamina, Sheridan and Washington counties.

The road down the Columbia river to Seaside is in excellent shape except for a few detours, and even these are not hard to negotiate according to Fields. Between Seaside and Nehalem the road is quite rough due to the fact that a large amount of construction work is under way, particularly crushed rock work. A large number of detours were necessary. The trip from Bay City back to Portland through Tillamook and Washington counties was particularly delightful, he reported. While only a portion of the road is paved, all is in good condition.

**Gasket Material.**  
Different locations demand different types of gasket material, depending on whether they are to be subject to the action of water, oil or gas. Gaskets in the water line should generally be of graphitized asbestos, cut from a sheet and then spread with shellac. Care must be taken not to get too much shellac, because where there is an excess some of the shellac may be squeezed into the water jacket and make trouble. For oil joints use paper and for gas joints copper covered asbestos.

### MAP FOLDER IS ISSUED

NATIONAL GUIDE IS GIFT OF FOREST SERVICE.

Entire State Mapped and Contains List and Descriptions of Spots of Interest to Motorists.

WASHINGTON, D. C., Aug. 21.—(Special.)—A handsomely illustrated folder which includes a map of the principal highways for the entire state of Oregon has just been issued by the forest service. This is the first time this branch of the United States department of agriculture has issued a map of an entire state. The new publication should prove of immense value to all persons, particularly motorists, seeking recreation in this region endowed with such a variety of natural attractions.

The booklet is entitled "Road and Recreation Map of Oregon," and contains descriptions of recreation spots in the national forests of that state. These picturesque areas, many of them heavily forested, are "in every sense free recreation grounds," says the pamphlet, "and no trammels are put on your enjoyment. All the forest service asks is that you be careful with fire and that you look to the proper sanitation of your camp."

Not only is this wonderful characterized by scenes infinitely varied, but as the map shows, they are easily accessible. In the construction of the present highway system the forest service has played an important part, having built many miles of road. When all plans have been carried out there will be over a thousand miles