

To the Tillamook Beaches With a Paige Little Six

BY H. W. LYMAN

HAVE you visited the Tillamook beaches this year? If not, bundle the family into the car next Saturday morning and shove off for a week-end at the Pacific shore in the county where the world's cheese supply comes from. It's a trip well worth while, with roads that are fair to good, and with one of Oregon's most attractive beaches at the end of the journey. And if you hesitate, thinking that its time to put "Lizzie" up for the winter, so far as week-end tours are concerned, bear in mind that some of the most attractive periods of the entire year at the beach are during the early fall, and with luck your way you may hit it just right—bright sunshine and big, booming breakers.

In one of the little six Paige cars, a four-passenger sport model, The Oregonian automobile scribe made the run to the Tillamook beaches last week-end with James L. Loder of the sales staff of Cook & Gill company, Inc., local Paige distributors. Roads were found in excellent shape most of the way, with a few sections of rough going and the distance was covered in—well, anyway it didn't take very long. After a stop for the night at the beaches we sprung a surprise on ourselves by making the run home via Seaside and Astoria, finding the roads in this section also in fair shape. On starting out we had no intention of making the big swing around the loop, but we found it well worth while, and a trip which may be recommended to all, provided they get under way before the fall rains begin to soften up the roads.

Run in Paige Car.

Leaving Portland at noon we set the course of the little Paige southward over Terwilliger boulevard and thence over the pavement to Newberg. This section is delightful in the extreme, the paved road traversing one of the finest small farm sections of the state. Portland motorists are, of course, quite familiar with this road, but here's a suggestion that may be worth tucking away. Next time you have visitors and are planning a short motor trip to give them a glimpse of Oregon make the run to Newberg or as far along the road as time permits.

From Newberg to McMinnville we encountered one of those detours that have a discouraging way of appearing with persistent frequency on Oregon roads in the summer time. The road was not in bad shape, however, and was splendidly marked throughout, and we were more than willing to suffer the inconvenience and discomfort of the side road when we stopped to think that we were suffering in the cause of good roads, and that the pavement between these two points was fast being rushed to completion. In fact, shortly after this article appears the new hard surface will be thrown open to traffic and Portland and McMinnville will be joined by an almost continuous pavement.

From McMinnville our way led to Sheridan, paved all the way. The coast range began to loom larger in front of us, and the attractive farming area between McMinnville and Sheridan rustled by us to the tune of the vibrant Paige 6-44 motor. A brief stop at Sheridan and we were again on our way, this time on the gravel roadway from Sheridan to Tillamook, a considerable portion of which is undergoing improvement at this time.

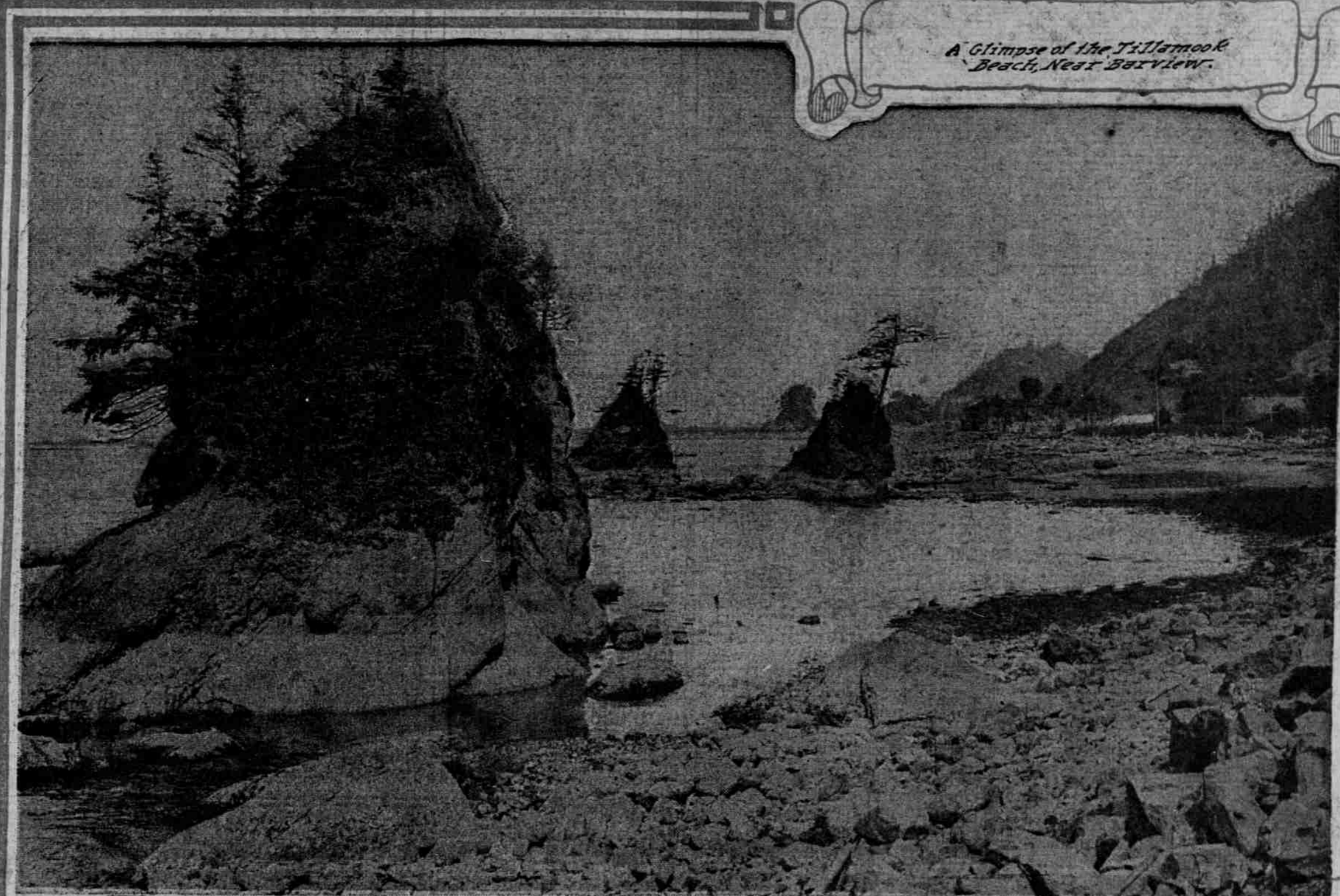
Sheridan-Tillamook Road Scenic.
The road from Sheridan to Tillamook possesses unusual attractions and should be classed as one of the scenic roads of the state. As you climb to higher altitudes in the coast range the shrubbery and trees become thicker and soon you are at the top and starting down the ocean side. You find yourself at the head of a typical western Oregon stream that rapidly increases in volume as you descend, and a white of salt air now and then tells you that you have passed the last barrier of hills on the way to the Pacific.

In general the road from Sheridan to Tillamook is in good shape, although there are a number of places which will prove difficult after a heavy rain. A new roadbed has been constructed at many points and wide curves and easy grades are maintained. At several points crews of men are at work graveling and macadamizing the road, and throughout most of the length a good gravel surface is already found. A dozen miles out of Tillamook pavement is encountered which continues into the town, which is the metropolis of this section.

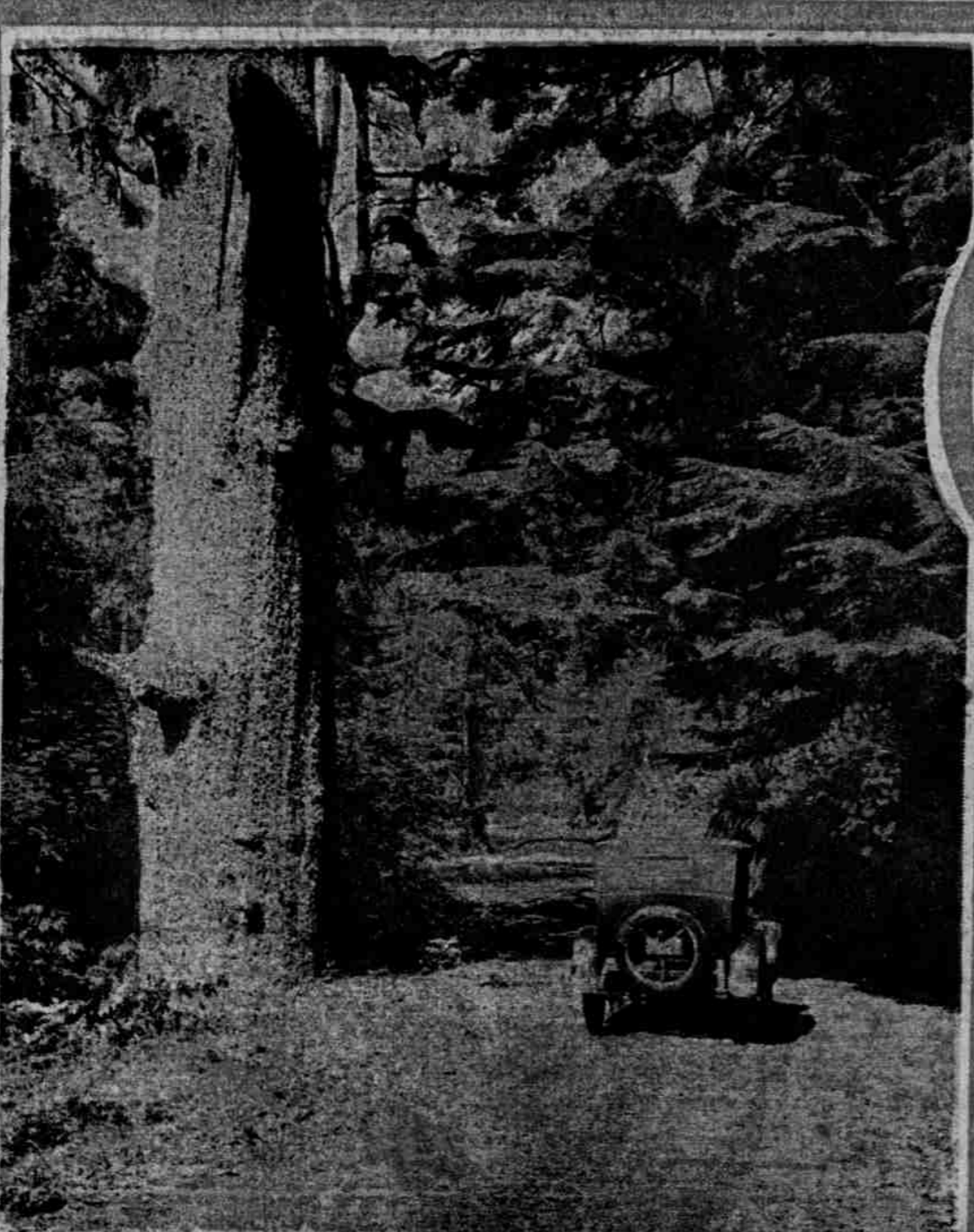
If you were blindfolded, spun around half a dozen times, picked up by some great wizard and set down on this paved road into Tillamook you would have a good "hunch" as to your whereabouts, even if you had never seen the country before. For on every side are seen rich pasture lands with dozens of cows busy doing their part in the manufacture of Tillamook cheese. The land is in truth one of the finest dairy sections in the country, and the open meadows and splendid farm homes and modern barns constitute an attractive vista for the motorist.

Tillamook Attractive City.
Tillamook itself is a well built busy little city, modern and up-to-date in all details. Portlanders who have never visited it before will be surprised to find that the town is located at the very head of Tillamook bay and a considerable distance from the main body of water, as well as quite a distance from the ocean.

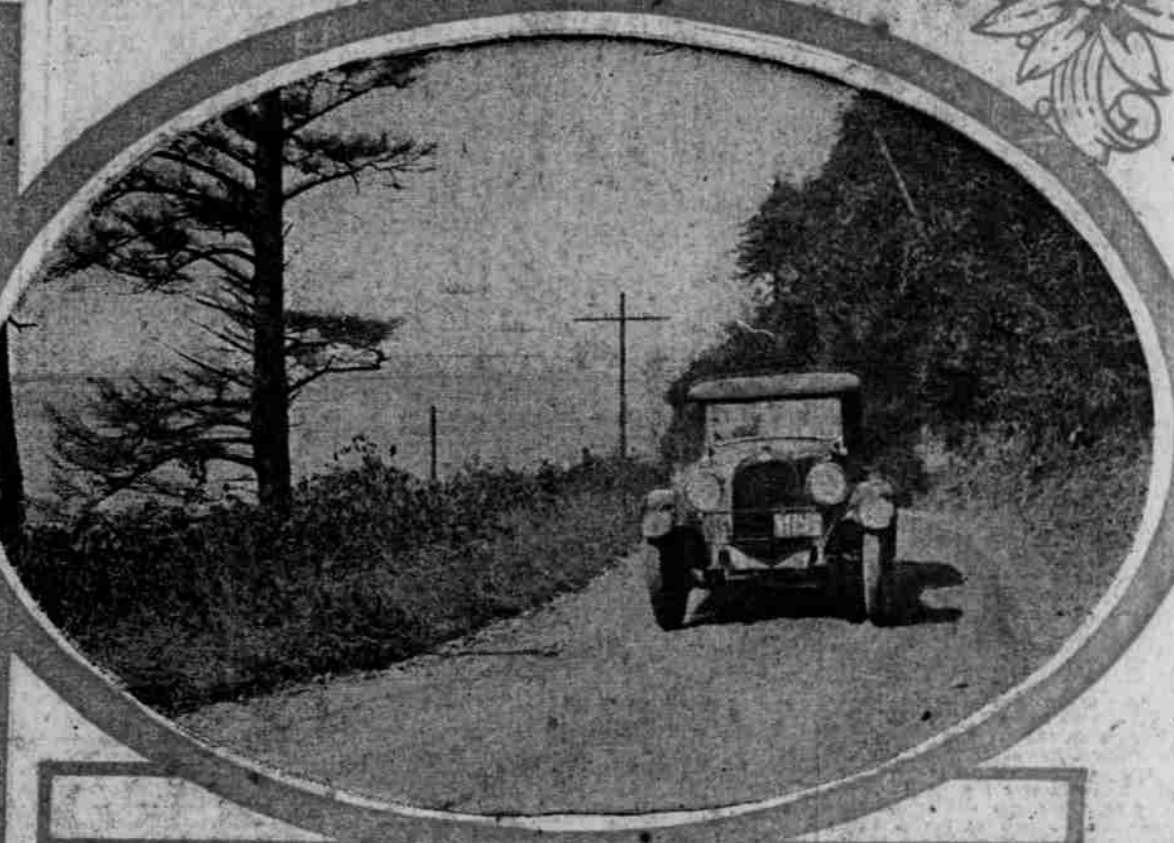
The road crosses the low lands beyond Tillamook, makes an easy climb up a hill and comes out on the high ground overlooking Tillamook bay. Here time, and so continued on our way



A Glimpse of the Tillamook Beach, Near Barview.



Near Nehalem, Land of Giant Trees.



The Paige on Attractive Beach Road.

a view of the ocean. The road is an attractive one, however, and gives access to the various beaches—Rockaway, Twin Rocks and the rest—which are clustered along this stretch. Most of this road is planked and is good going, but narrow. Care must be exercised in passing cars and the motorist must at all times be careful not to let his car drop off the planks into the soft sand. There is no danger of this, however, if ordinary caution and intelligence are exercised.

After stopping for brief intervals at the various beaches along the route we reached Lake Lytle, where the Lake Lytle hotel is located, and decided to put up for the night. This hotel, an excellent building which has been closed for some time and was suffering from neglect, was opened this summer under new management. The building was completely renovated and new plumbing put in. A highly attractive resort hotel is the result.

Nehalem Is Visited.
Next morning we made the run to the northern Tillamook county beaches in the vicinity of Nehalem, making our main stop at Neah-Kah-Nie, where the attractive Neah-Kah-Nie lodge is located. This beach is a gem, and well worth a visit. It is located at the base of Neah-Kah-Nie mountain, a great bluff extending out into the ocean which is the center of much interesting history of early Oregon exploration. Early Spanish explorers coming up the coast a century or two before the discovery of the Columbia river, describe this great peak, as it

appeared from the ocean, while legends of buried treasure and pirate ships lend a mystery and romance to the mountain.

We made the run from Lake Lytle by following back the beach road over which we had come the night before to the vicinity of Bay City and then taking the main northward road toward Astoria. The roads are excellently marked throughout and it is practically impossible to lose the way.

At Wheeler a road branches off to the left to Nehalem and from Nehalem the road goes to the right and over the hill to Neah-Kah-Nie. Roads are well marked for the entire distance.

As to the condition of the roads, we found ourselves most agreeably surprised, for all the way from Bay City to Nehalem and on to Neah-Kah-Nie roads could not have been better, unless they had been paved. A splendid macadam surface is provided that makes traveling a pleasure.

Loop Trip Decided On.
At Neah-Kah-Nie, the most northerly of the Tillamook county beaches, we learned that the road northward to Seaside was in fair shape, and determined to make the return to Portland by that route. Returning to Nehalem, after a stop at Neah-Kah-Nie for nourishment, we took the left-hand road, again plainly marked, to the northward, bound for home via Astoria county. Again we found excellent roads, gravel or macadam throughout, and although narrow in places, possessed of good grades and wide enough to allow cars to pass at nearly any point.

A few miles took us to the boundary line between Tillamook and Clatsop counties. Even if the big signboard marking the boundary had not been provided we would have had reason to believe we were getting into another county. For the smooth gravel road at once changed to a rough one and we bumped along for miles over roads where fast driving was impossible. Extensive graveling operations are being carried on over this stretch in Clatsop county and the fine screening, if they intend to apply any, has not yet been put on. The result is a rough gravel road, some of it "single track." This much can be said for it, however, it possesses a firm foundation throughout and should be passable even in wet weather. This is also true of the road from Tillamook northward to the county line.

Cannon Beach Visited.
It is well known that the little Paige is a fast traveler, and so it was not surprising that, on reaching the branch road to Cannon beach, about half a dozen miles out of Seaside, we still had time left for the run to that beach. Cannon beach is distinctive in a number of things, among which is its speedway feature especially. The slope of the beach is so gradual that low tide leaves a wide stretch of nearly level sand, some 12 miles in length and 100 yards or more wide, firm and hard and an ideal race course. We took advantage of the opportunity to "step on'er," and ran the speedometer of the little Paige up around the 50-mile mark without difficulty.

The road from the main Tillamook-Seaside highway to Cannon beach will

some day be one of the finest pieces of highway in the entire state. At the present time the road comes a long way from answering this description, and the motorist, making the run to Cannon beach after a rain does so at his own risk. In dry weather the drive is easily passable, but after rain the sticky slumps of which the road is composed are last waiting for a chance to put some unskilled motorist out of business.

This road has been widened this summer and some new grade constructed, and time has not yet permitted graveling the surface. If some steps to provide hard foundation are not taken the road will be practically impassable after the fall rains set in. This highway traverses some of the finest timber of the state and is a road of remarkable beauty. The first portion of it has been nearly ruined by the devastation of the timber by timber companies, but the timber over the last portion of the road is still standing and, through the intervention of Governor Olcott and other officials and leading citizens interested in the movement to prevent the destruction of the trees along the state highways, will no doubt remain so.

Once back on the main road to Seaside the run to that city was a short one, over well-graveled and fairly smooth road. From Seaside to Astoria and thence to Portland the run was made without difficulty of any kind. This section is so well known to Portland motorists as to need no description.

Throughout the entire trip of over 300 miles the little Paige performed in a way that would please the most fastidious. Power is this boat's middle name, and scarcely throughout the entire run was it necessary to shift out of high gear. The car is a worthy little brother of the big Paige 6-66, which has hung up some remarkable stock car records recently.

CAMEL'S HUMP IS HATED HILL

Roads From Helena to Spokane Found Good, However.

SPOKANE, Sept. 2.—"The Camel's Hump" is the name given a hill on the Bitter Root mountains on the route from Helena to Spokane, and it is said to be aptly descriptive of its steep grade. The hill is five or six miles long. At the point where the hill begins is a sign which states: "Speed limit, 20 miles an hour. Ford, do your d—est." Also, near the base of the hill is a man, two horses and a sign: "Team to top of hill, 12," which is cheering to the drivers of cars with low power.

"But we did not call on the teamster," said George A. Roberts, managing editor of the Record-Herald of Helena, Mont., who, with Mrs. Roberts, their son Roy and their daughter Martha Eleanor, reached Spokane several days ago, and Mr. Roberts drove a machine of the kind encouraged to "Do your d—est."

"The run from Helena to Spokane, 254 miles, was made in two days," he said. "Without effort we reached a point 178 miles from Helena on the first day, camped for the night in the wilderness and drove to Superior, Mont., 21 miles distant, for breakfast the next morning."

"Much construction is proceeding in Helena. Additions are being made to two schoolhouses, many small residences are being built and a 21-mile pipe line for water supply is being laid."

The Record-Herald is among the oldest papers of Montana.

WASHINGTON GAS SALES BIG

New 1-Cent Tax Brings in Over \$86,000 in July.

OLYMPIA, Wash., Sept. 2.—Completion of the first monthly report of receipts by the state from the liquid fuel tax, or so-called gasoline tax, which became effective July 1, was announced this week by the department of licenses, showing \$28,122.7 gallons of liquid fuel sold during the month, bringing to the state a tax of \$56,245.44, 7 cents for each gallon sold.

The Standard Oil company sold over two-thirds of the total reported for the month, 4,899,527 gallons, and paid in to the state treasury \$56,245.44. Others reported for the month were Union Oil company of California, 1,645,261 gallons, tax \$16,452.61; Shell Company of California, 594,128 gallons, tax \$5,941.28; Fire Oil company, Spokane, 77,749 gallons, tax \$777.49; Quality Oil company, Yakima, 52,821 gallons, tax \$528.21; True's Oil company, Spokane, 44,503 gallons, tax \$445.03; Samuel Loney & Co., Walla Walla, 36,023 gallons, tax \$360.23; Cascade Oil company, Wenatchee, 28,243 gallons, tax \$282.43; General Petroleum company, Seattle, 16,262 gallons, tax \$162.62; Williams, store, Ilwaco, 2287 gallons, tax \$22.87.

YOSEMITE ATTENDANCE HUGE

Tourists at Park This Year May Exceed 90,000 in Number.

YOSEMITE, Sept. 2.—Total attendance for California's great playground reached the unprecedented figure of 51,725 on August 20. With four months of the year remaining, the record is nearly 15,000 ahead of the entire attendance last year. First estimates of the 1921 total were set at 55,000, but officials now think that the final figure will be closer to 90,000.

Yellowstone's attendance this year is expected to be not more than 50,000, so Yosemite still has a fighting chance to take first place among the nation's scenic parks.

Automobile travel is very heavy, 212 cars with 723 passengers arriving Monday. Railroad travel also is heavier than last year and Yosemite probably will be the only park in the United States to show an increase in rail passengers over last year.