

TOURISTS TO VISIT MOUNT BAKER DISTRICT

Scenic Spots to Be Opened to Limited Travel.

PEAK MOST PICTURESQUE

Forest Service Makes Rapid Progress in Construction of Roads and Receives Praise.

BELLINGHAM, Wash., May 20.—One of the last great scenic sections of the country, the Mount Baker district, will be opened for limited travel this year. By 1925 the route will be improved so that tourists may drive to the foot of the mountain, spend the day and be back here for their evening meal. Mount Baker's playground is only five miles farther from Seattle than Paradise inn, Rainier national park.

The first real start in opening up the Mount Baker scenic country was made last year, when nine miles of new highway was built east and southeast of Nooksack falls. There has been a passable road to the falls for several years and a well graded road to Glacier on Deming. The new construction will have for its terminal at the present Austin's pass, more than 6000 feet above sea level. This pass lies between Mount Baker and Mount Shuksan. The ultimate objective of the road is to swing on around to the south of Mount Baker by the Baker River route, back to the west along the south fork of the Nooksack and connect with the paved road a few miles southeast of Deming. This means that a highway will be built clear around Mount Baker, opening up one of the greatest stretches of highway scenery in the world.

Peak Most Picturesque. A forestry department report on Mount Shuksan declared it to be "the most picturesque peak in North America." Shuksan is not quite as high as Mount Baker, but is equally as attractive. It has many more glaciers than Mount Baker, although none is as large as the Roosevelt glacier on Baker.

If one will take a map of the state and trace the proposed route of the road it can be seen readily that unlimited possibilities for scenic effect abound. Bad forest fires have spoiled for a time the general perspective in some places on the route, but this rapidly is being remedied by nature. The first contract for highway construction to Austin's pass was let by the United States forestry department and the board of county commissioners of Whatcom county late in 1920. That contract, calling for the building of nine miles of road, beginning at Nooksack falls, was completed last year. And now the contract soon is to be let which will mean that nearly 14 miles on from the end of construction to Austin's pass can be completed this year if conditions prove right. At the latest the work will be completed early in 1923. It is planned to make this road into a mountain boulevard of unusual attractiveness so that the alternate of circling the broad, easy highway to travel clear up to the mountain top will be almost all-the-year-round road.

The new construction is on an easy grade. This has been obtained at the expense of some extra mileage, but it adds to the attractiveness of the drive. On reaching the machine and washing machine all come in for periodical attention by the family head.

Room for Camp Found. The end of the road for this year will be the Meadows at Austin's pass. The Meadows is a large stretch of table land, timbered with many small, beautiful lakes. Here there is room for thousands of summer camps with plenty of fine water and good drainage. The site is easy of access and within a short walk of all kinds of wonderful scenery. In a day of hiking from the Meadows even the most tired hiker can scale Table mountain, encircle Chain lakes, cross No-Name glacier, a wonderful slipping body of ice not attached to either Shuksan or Baker, reach the fishing haunts of the Nooksack and Wells creek and hundreds of the most entrancing mountain scenic spots.

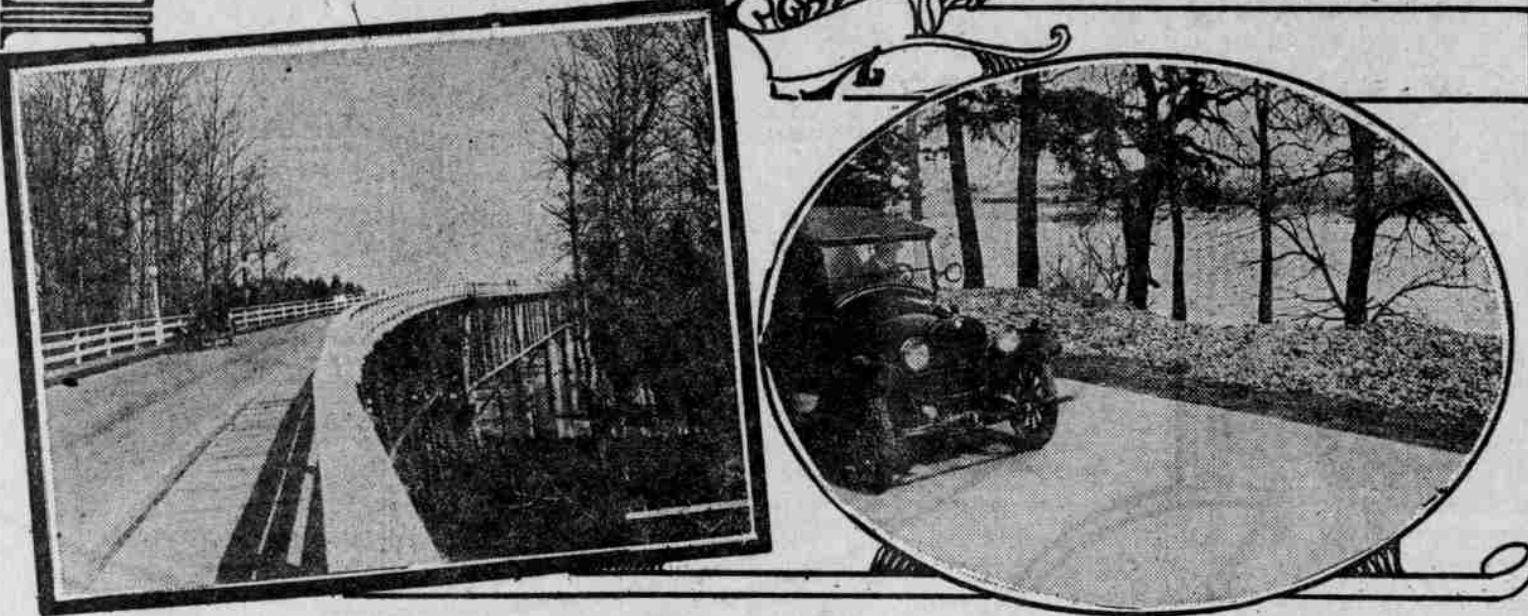
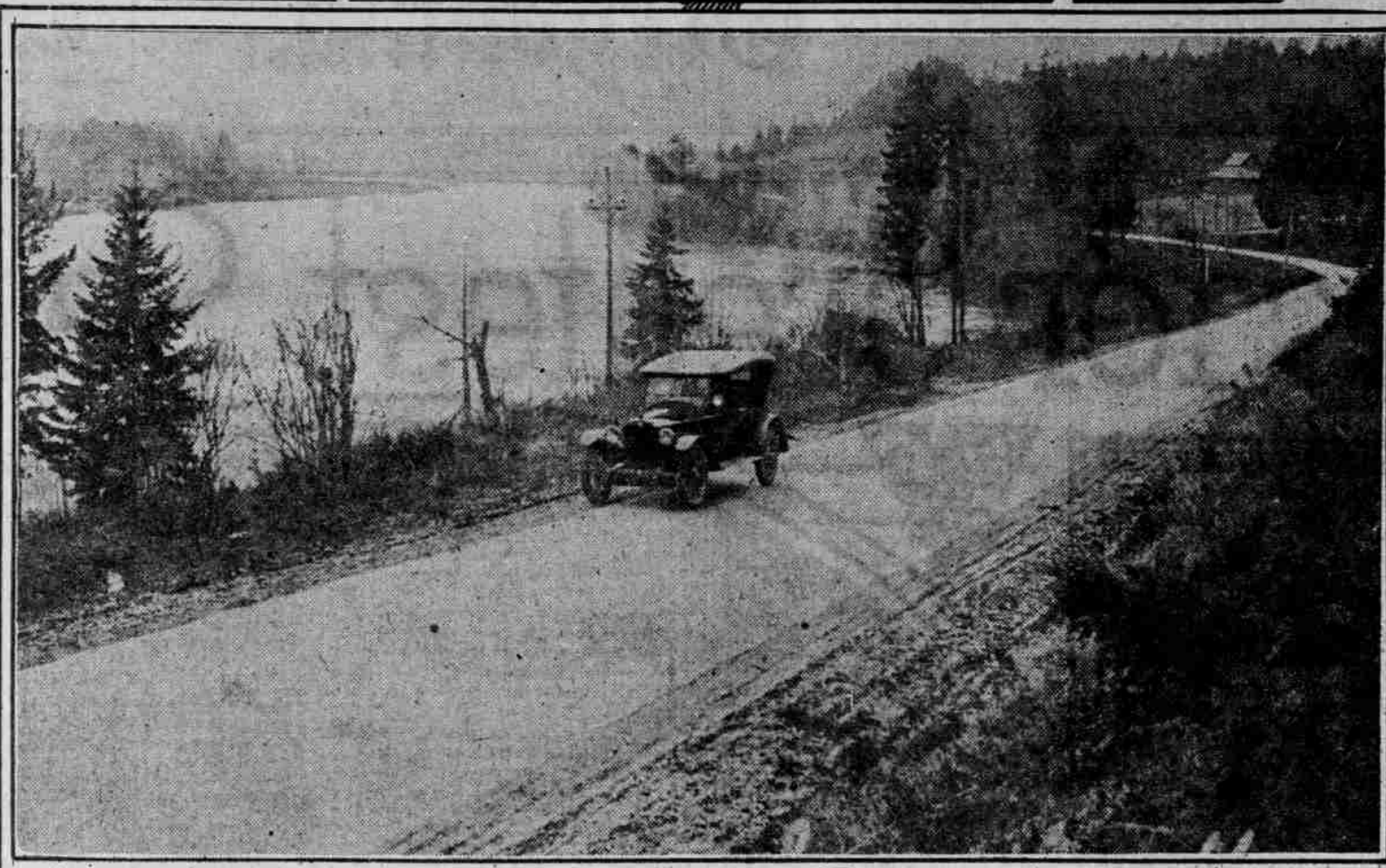
Every mile of the new highway offers ideal camping sites. Between Glacier and Nooksack falls one can camp, load pack horses and in a short time reach Skyline divide, or Heliotrope ridge, two of the most inviting features of Mount Baker. From these vantage points the descent to the dome of the great mountain is easy for the average climber.

It was back in 1916 that the first definite move was made here to tap the Austin's pass country. At that time, with the co-operation of the forestry department, a trail was built up Swamp creek. Then followed almost endless talk of this and that. At that time there was a law which prevented a county from making a direct contract with the federal forestry department for road construction. Nothing was done until 1919, when an amendment to this law was passed by the state legislature which gave boards of county commissioners the right to deal directly with the department for roads in the forest reserves.

Nine Miles Built. In the summer of 1919 the whole matter was taken up with George H. Cecil of Portland, district forester. This was through the board of county commissioners. Mr. Cecil, already interested in the forestry department getting in on the road building, agreed to make a preliminary survey, and this was finished that year. As a result of the survey Mr. Cecil became sold to the proposition and he has been one of the main springs of action since. After the location survey, which was borne by the county and the forestry department, Mr. Cecil recommended that the department co-operate with the county on a proportionate basis, and so a contract was drawn up between Whatcom county and the department of agriculture, under which the forestry department would work. An actual contract to build the nine miles was let late in 1920 with the sum of \$125,000 to work with. The county spent its proportionate share between Deming and Glacier.

This year the contract calls for the construction of 13 1/2 miles on from the end of the nine miles already built. Since the start of the project the forestry department has made a wonderful record for going ahead. In less than a year after the agreement for the location survey had been reached the contract for road construction had been let, and before two years had passed nine miles of road had been built. The actual construction has been under the direction of the bureau of roads.

ROAD SOUTH FROM SALEM ON WEST SIDE OF WILLAMETTE RIVER MAKES ATTRACTIVE DRIVE.



ABOVE—HUPMOBILE CAR ON PAVED RIVER ROAD BETWEEN SALEM AND RICKREALL. BELOW, RIGHT—A GLIMPSE OF THE WILLAMETTE THROUGH THE TREES. BELOW, LEFT—WEST APPROACH TO WILLAMETTE RIVER BRIDGE AT SALEM.

GREASE CUPS IGNORED

LUBRICATION NOT DONE AS OFTEN AS IT SHOULD BE.

Machines Wear Out in Little While Unless Properly Oiled, Experts Point Out.

The furnace, representing an investment of perhaps \$500, gets its regular cleaning and adjustment. The vacuum cleaner, sewing machine and washing machine all come in for periodical attention by the family head.

But—how about your motor car? How about this investment of more than a thousand dollars which is standing in your garage and forgotten until you need it? Many motorists never look at the grease cups of their machines. Others do not realize that a clean motor will last longer and function better than a dirty one. A systematic tightening of the screws and bolts will save much wear and tear on a machine. A motor car cannot complain because of ill-treatment. It will run until the neglect has caused a deterioration of some vital part. And then it collapses—perhaps to be condemned by the very person who is directly responsible for the collapse. A locomotive speeds along at from 20 to 40 miles an hour over smooth rails, on ballasted tracks and on favorable grades. Its right-of-way seldom calls for emergency stops or starts, or sharp, quick, wrenching turns. Yet at 200-mile intervals the engine is put in the roundhouse for an overhauling.

The average motor car is called upon to go from 20 to 40 miles an hour—sometimes faster—over roads where the going is oftentimes rough. The car sometimes is tugging through mud, sometimes weaving over rocky roads, making sharp turns, stopping and starting—most of the time straining itself to the utmost tensile strength of the finest steel. High speeds are maintained for long periods of time, causing a great heat. All these things tend to tear down the mechanism and shorten the life of the car or some of its component parts. Sometimes 20,000 miles are covered before the owner will concede his car the mechanical attention it deserves. And then—some actually complain at a fair cost of repairs.

Remember, after all, an automobile will deliver transportation at a reasonable cost—unreasonable use will make operating costs commensurate with the abuse.

Remember, after all, an automobile is only a piece of machinery, and machinery must have proper care if it is to function properly and give the maximum results.

Adjust the carburetor.

TRAIL BLAZER ON TRIP

OLD-TIME INDIAN SCOUT ON 100,000 MILE JOURNEY.

Chandler Car Will Be Driven Over Unused Trails and Uncharted Highways.

OAKLAND, Cal., May 20.—Colonel King Stanley, old-time Indian scout and trail blazer, accompanied by William Spoon of Oakland, noted hunter and sportsman, are on the first leg of one of the greatest tire-testing trips ever taken. The men left Oakland this week for a 100,000-mile journey over unused trails and uncharted roads. The object of this trip is two-fold—first, to render a complete and comprehensive daily report on the performance of Coast cord tires and second to chart and break roads to various points of interest off the main highways of the nation.

The Chandler car used by Colonel Stanley is equipped with regular stock Coast cord tires. At the end of each day's run accurate speedometer readings will be made and the condition of each tire will be carefully noted and a full report forwarded to the factory at the close of each day.

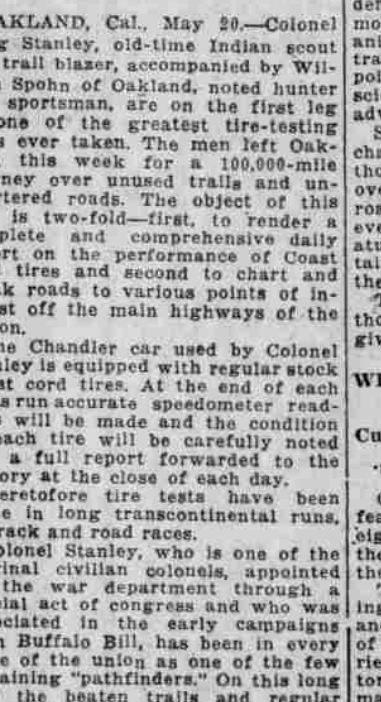
Heretofore tire tests have been made in long transcontinental runs, in track and road races.

Colonel Stanley, who is one of the original civilian colonels, appointed by the war department through a special act of congress and who was associated in the early campaigns with Buffalo Bill, has been in every state of the union as one of the few remaining "pathfinders." On this long trip the beaten trails and regular roads will be ignored. It is the col-

LEAD PENCIL TEST

USED TO SHOW LACK OF VIBRATION.

Captain Eddie Rickenbacker making unusual test with one of the new Rickenbacker cars.



CAPTAIN EDDIE RICKENBACKER MAKING UNUSUAL TEST WITH ONE OF THE NEW RICKENBACKER CARS.

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Motor—Oldsmobile, non-removable.
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Top Mount—Detachable top clamps.

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are shown. The car so selected must have won national approval and be recognized as a distinct advance in design and engineering. In the past two foreign cars, Peugeot and Renault, and the Cadillac have been invited by Marshall Field & Co. to exhibit. This official sanction by Marshall Field is virtually considered a high compliment to the Wills Sainte Claire. A special cut-out power plant of the Wills Sainte Claire was shown and lectures on the engineering and metallurgical advances of the car were given all week by E. Philip Merrill, sales department of C. H. Wills & Co.

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