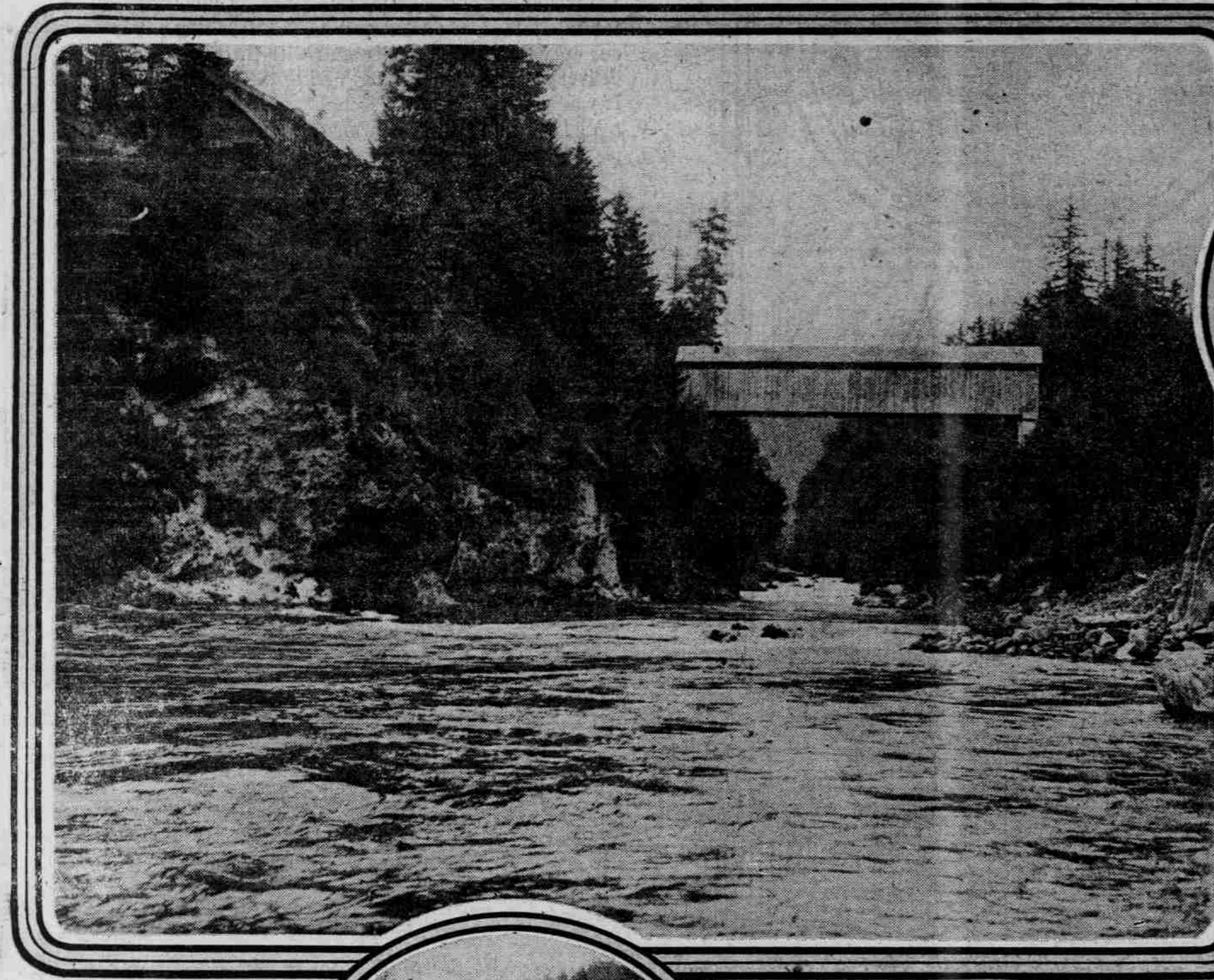
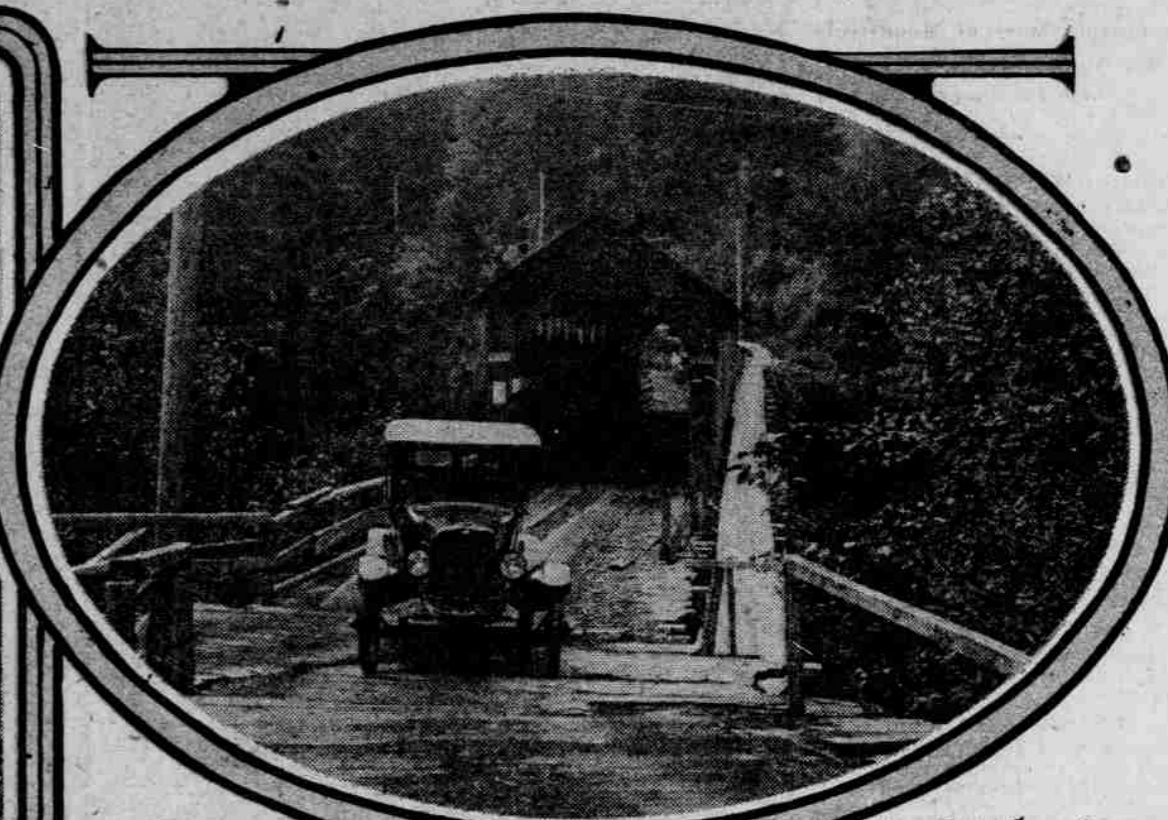




# Via Gordon Creek to Bull Run



Bull Run River, Showing Highway Bridge.



On Bridge Across Bull Run River.



At Trout Creek, Center of a Log-ging District.



Glimpse of Bull Run Canyon Above Town of Bull Run.



Overland Car at Attractive Luncheon Spot on Gordon Creek.

BY H. W. LYMAN.

FOR the motorist who enjoys getting out into the real outdoors, where other motorists are just scarce enough to make the meeting a pleasant surprise, where the forest trees stand as unscarred as in the days when ox teams rumbled over the old Oregon Trail and where giant ferns, standing to your waist, reach out from both sides of the road to touch the side of the car—for such a motorist the run from Portland to Bull Run via the Gordon creek road will make a Sunday trip of rare pleasure.

But such pleasure as a glimpse of the real primeval forest ferns and mountain streams cannot be secured without some effort, and the effort in this case comes as the result of the condition of the road. The motorist who ventures over the Gordon Creek road must have something of the spirit of the old pioneer in his heart and must bear the bumps and the narrow roads and the several steep grades with fortitude. After all, with so much pavement and splendid macadam in all directions from Portland the driver is apt to go soft and a real exploring expedition over narrow roads, up and down mountain grades and thump-thump over corduroy will do him good, put him on his mettle as a driver and make him more appreciative of the good roads when he meets them again.

**Run Made in Overland.**

Probably most motorists do not know where the Gordon Creek road is, or even that there is such a road at all. We will confess that we did not until one day last week when Frank T. Riggs, manager of the Portland branch of the Willys-Overland company, suggested making the run.

"I can remember the road as it was some years ago, a mountain road of real beauty where you can get away out a thousand miles from civilization in no time at all," said Riggs. "I wonder if we couldn't get clear through from Corbett on the Columbia river highway to Bull Run and come home via Sandy?"

The thing had the flavor of an exploring expedition and as such was more than we could resist. So one of the Overland touring models was groomed for the occasion and bright and early last Sunday morning we began the quest.

The observing reader may now have a good "hunch" as to just where the Gordon Creek road is and may be, in his mind, half way over the route already. Gordon creek tumbles out of the mountains south of Crown Point and joins the Sandy. The Gordon creek road runs southward from the Columbia River highway exactly from in front of the Corbett school. The doubtful motorist should drive to the Corbett school, alight in front of the building, climb the school steps and cast his gaze in the direction of California. Directly in the foreground will be a gravel road, leading off the highway. This is it.

**Road Directions Given.**

During the first couple of miles we encountered a number of road intersections which we found rather confusing, but by questioning farmers and motorists that we met we

kept the right road. In general the safe rule for the trip is to follow the main-traveled road, but for the first short stretch the following brief directions will suffice.

At the first intersection, a few hundred yards from the Corbett school, take the road bearing off to the left into the canyon. At the next intersection a quarter of a mile farther take the road, to the right and again to the right at the third intersection a few hundred yards farther. At the next intersection take the road straight ahead, and at the next point, approximately two miles from Corbett, take the road to the right. This will bring you, at two miles and one-half from Corbett, to the east bank of the Sandy, the road following the side-hill a hundred feet or more above the river and affording a splendid view of the stream in both directions.

After following the Sandy for a short distance the road cuts eastward into the timber and after climbing and descending it reaches the canyon of Gordon creek. This stream is one of the most beautiful in close proximity to Portland and the north bank of the stream, where the road descends to the level of the little valley, presents a wide area for parking the car. Ideal spots are numerous along the bank for spreading a picnic lunch, and the motor party which has made a late start from Portland will find this a splendid place to rest for an hour or so.

**Real Timber Reached.**

From here the road crosses the creek by a plank bridge and climbs up the bank on the other side by a second-gear grade. Here is reached the outskirts of the real timber area and logging and sawmill operations are seen at several points. Here also the driver gets his introduction to single track corduroy road, which he follows for several miles. Trout creek, where a sawmill plant is located, is next crossed, and the motorist with Isaac Walton instincts may stop long enough to throw out a line. Not being equipped for this purpose, we did

not stop and thus are not able to state definitely if the stream lives up to its name.

From Trout creek to Bull Run the road crosses a "hog's back," a portion of the way cutting through heavy timber, with giant ferns encroaching on the road from both sides, and in other sections emerging into the open and allowing splendid views of the country towards Portland. Part of the way this road, also, leads through one of the recent forest fire burns, and the motorist is shown the devastation which is wrought by such a fire in a way that should make him forever after "careful with fire."

From the top of the "hog's back" down to Bull Run the road drops down rapidly. In a way making the motorist glad he is going towards Bull Run and not away from it. However, second gear makes a good brake, and just remember to slip the gear into second at the top of the hill and you will have no difficulty.

Bull Run, to nearly all Portland-

## VISITING CARS MARKED

**"SEATTLE'S GUEST" TO BE PUT ON WINDSHIELDS.**

Traffic Officer Releases Man When He Discovers That Visitor Is Stranger.

SEATTLE, Wash., June 17.—So that every courtesy and consideration may be shown the motor tourist who comes to Seattle, windshield emblems are provided by the chamber of commerce which hallmark every car, and enable local residents to extend a welcome to the visitor.

"Seattle's Guest" is printed in white against a red background on the emblem, which is in the form of a circle. Across the five and one-half-inch diameter is the slogan, "The Flower City."

The emblems are being distributed at the Woodland park auto-

mobile tourists' camp and at the chamber's tourist and information department, 702 Third avenue, to all out-of-the-state travelers who come by automobile.

George I. Warren, secretary of the Victoria, B. C., chamber of commerce and publicity commissioner for Vancouver Island, was in Seattle a few days ago, driving from British Columbia. He called at the tourist department of the chamber and received a windshield emblem. Later in the day he returned, praising the Seattle method of assuring courteous treatment to visitors.

"I innocently violated a traffic law at Fourth avenue and Union street," he said. "The traffic officer told me to drive over to the curb, he wanted to talk to me. But when he saw my emblem, instead of bawling me out, or giving me a ticket to report to headquarters for a fine, he good-naturedly told me to drive on; that he was sorry if he had caused me any annoyance."

A small mirror is exceedingly useful to reflect a ray of light on a dark spot in a motor.

ers, is synonymous with Portland's water supply, and the name brings thoughts of Bull Run lake, whence comes the finest water in the world. But the Bull Run reached in this distance is the station of Bull Run.

## TOURIST MENAGE ENDED

**FAMOUS OVERHANGING ROCK OF YOSEMITE FENCED IN.**

Government Takes Steps to Keep Foolhardy Persons From Risking Their Lives.

YOSEMITE NATIONAL PARK, June 17.—Overhanging Rock at Glacier Point has been fenced in.

No longer will the narrow piece of granite sticking out into space above a sheer drop of more than 2000 feet tempt visitors to risk their necks. Entrance to the famous rock, which has caused shivers to run up and down the spines of tourists from every country in the world, has been barred by a formidable railing of iron pipe.

Of course, it is possible to climb over the railing—you can't make the world absolutely foolproof. But the fence at least makes it clear

located on the Bull Run river at the big power plants of the Portland end of the Bull Run electric railway. Light & Power company line, and the location of one of the Bull Run lake is far up in the

## STEEP MOUNTAIN CLIMBED

**Auto Reaches Top of Mount Konocli in Northern California.**

LAKEPORT, Cal., June 17.—For the first time in its history Mount Konocli, 3200 feet above sea level and 2500 feet above Clear lake, has been scaled by an automobile under its own power. Euvette Howard, walnut grower on the mountain, was the intrepid motorist who made the ascent.

Howard is an enthusiast on this mountain, having an extensive grove and cabin in a glade near the summit. He has completed two miles of new road from the base, but from there the climb was made via the old road, heretofore used only for light wagon travel and horseback. With Howard were his son Benton and R. J. Hammack of Lakeport.

With the exception of backing on several short turns no difficulty

was experienced in the four-mile climb, which has some grades of 25 per cent. Hammack, who is one of the earliest pioneers of Lake county, coming here as a boy in 1854, had not been up Konocli since 1873, when he ranged a band of horses on its slopes.

## DOBBIN TO BE CARED FOR.

**MARYSVILLE, Mich., June 17.—**

The reign of the automobile in Marysville is so strong that the society for the prevention of cruelty to animals has come to the rescue of Old Dobbin, Councilman Henry Blue appealed to his fellow councilmen the other night to provide two watering troughs in Marysville, as there are now no places where Old Dobbin can quench his thirst and otherwise generally refresh himself after breathing in indignation the fumes from the motor contrivances which are supplanting him. The matter was referred to the fire and water committee.

The first long distance auto tour from Cleveland to New York was made in ten days.

mountains and cannot be seen on the trip.

Bull Run, at which is located an attractive hotel, is well worth a visit for its own sake, and the motorist will enjoy loafing under the shade of the fir trees there for as long as his time will permit. The Bull Run river cuts through a deep gorge at this point and presents a great spectacle, while the power plant of the street car company will be worth a visit.

## Returns Made Via Sandy.

After a thoroughly enjoyable stay at Bull Run we took our seats again in the Overland car and were on our way. There are several routes to Portland which may be followed, but we chose that via Sandy, crossing the Bull Run river over the high covered bridge, climbing the hill and turning to the left. This road, after a short distance brings you to the regular road to Mount Hood, and turning to the right you arrive shortly at Sandy. From Sandy to Portland is an easy run, the road being in good shape all the way. The total loop trip was approximately 60 miles.

The run proved a real test for the Overland car, as it had rained the night before and the roads were slick and muddy in places. However, the car made the entire run without difficulty of any kind, climbing everything on the road in high or second gear. With dry weather the road would have been in much better shape.