

ROAD TO MT. HOOD OFFERS BEAUTIFUL AND VARIED VIEW

Picturesque Drive From Portland to Government Camp Described; Lordly Mountains Lend Charm.

By Marshall N. Dana. You civilized cave dweller from the narrow, deep canyons of hard surfaced streets and buildings of brick and steel and stone, did you ever climb high enough above your little tasks to wonder at the distance and form of Mount Hood?

Did you ever tumble out of bed obedient to the conventional alarm clock call, only to pause with face half shaved to look with sleepy and jaundiced eyes at the lithograph of the antlered buck and his family feeding on a high, grassy point, free to sweep hundreds of broad miles with his imperious gaze, while you must go off to work and struggle to make your income support your appetite?

After the rain, when the sun shines, old Mt. Hood raises his head above all the green foothills with such imperial calm that you think him close enough to trace your own free footprints in the snow—would you had been there to make the prints.

New Government Road. If you were an uncivilized cave man you would grasp your club or your spear and start. When you were hungry you would steal upon the deer and from ambush take his life. You would climb by the aid of your own hardened muscles. But, civilized city dweller that you are, the automobile must be your muscles and the picnic basket your source of food supply. And you would think from the glistering closeness of the mountain that your trip would be short and easy and soon ended. But experience makes you wiser.

This is really the story of the road from Portland to Government Camp, which rests just under the snow line on the south slope of Mt. Hood. One trip made on Sunday was by courtesy of C. R. Williams, of the White Motor Car company. The pilot of the long road was F. B. Smith and the passengers were G. S. Crego, of the Commercial club, the writer and his wife.

The weather man had been prayerfully instructed to furnish a bright and smiling morning. He refused. But there was a hint of breaking clouds and that illusion about distance seemed the correct view as mile after mile departed from the whirling wheels and the turn of the road had successively been the Bazo Line road, Gresham and Pleasant Home. Thus far we had driven with the tour book closely watched.

New Road Traveled. Now we broke from the wide, black line and followed the suggestion of The Journal's automobile editor in traversing a new road that was partly red clay and partly corduroy. It was the road of surprise. For we swung around a curve and we stopped on a bluff and we heard the deep down rushing of a powerful stream and we looked over such a vista as God must have made when he wanted to add perfection to perfection of view. Mt. Hood rests as the head of the canyon to the east. The tallest firs look like shrubbery from the valley that widens at this point. There is a scent in the air so sweet that only the balsam of the firs mingled with the flowers of the spring could have produced. And here you stand and look and look and you don't envy the antlered buck and his family on the high, grassy point, because you know that in the matter of appreciation he is not in your class. Your little work of weekdays, your little cares born of the work and the worry of problems, you suddenly find left some thousands of feet below you, and above is breadth of horizon and unbroken view and the scent of the trees and primeval freedom.

Past Sandy, where two years ago I found the board road burning with the forest fires creeping in, down the treacherous, clayey hill, past Cherryville and Salmon, between canyons of firs and lanes of ferns as high as the automobile in places, to Welch's corner and three miles on to Rhododendron we traveled and the staunch White car carried us with scarcely a jolt or a jar over roads that are not of the best to the Toll gate.

Toll Man Is There. And let a word of execration be attached to the Toll gate. For a quiet brigand comes out with a book and writes cabalistic signs in it, asks if you want to go through and charges you \$2.50 for opening the gate. Absolutely there is no other benefit. The road beyond is unmentionable. None but the strongest machines essay it. Not an apparent penny of the tolls is applied thereon and you sniff and speak the word "graft" when you had hoped to forget such city-like and political an aspersion.

All this way surprise had multiplied in the lengthening of the road. It is a long way. It is not a mere jaunt. It is not comparable to the eye illusion when the day is clear. By left hand way of wildness and real mystic atmosphere passing description.

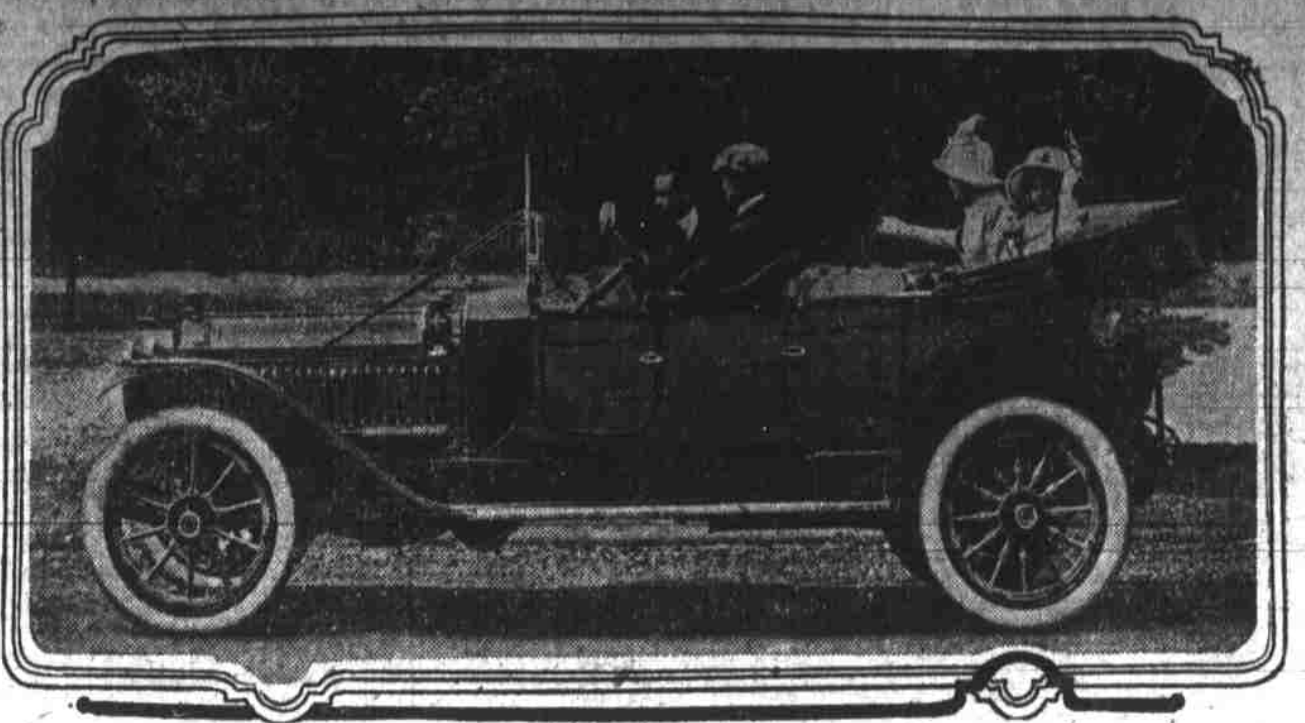
Had the day been clear as we had prayed the outlook would have been better. But comfort lay in the thought that this was experience. We plunged upward into a world of mist—the hood of Mt. Hood, whence the late rhododendrons gleamed wetly and vividly. The trees were spectral shapes, hung heavy with moss—gnomes of the forest. There should be sanding stretch and then the original rocks would rise up to knit the springs that rebounded so bravely. There was a continuous tug and pull and, finally, Government Camp.

View Is Obscured. It seemed a shame that the journey should end here just because a group of frame buildings have been erected. The fire, to be sure, was necessary but the stop did not accord with the plan for a snowball battle on the side of Mt. Hood.

But for all we could see Mt. Hood might have been on the other side of the continent. Only the chill of the air that made breath like smoke and the late blooming wild strawberries suggested either altitude or glaciers. Pictures in the inn showed what the view would have been on a clear day and inspired determination to go back, start from Government Camp on a day branded, guaranteed and insured to be clear and finish that journey to the snow.

Driver Who Kills Man Exonerated. (Chelais, Wash., July 6.—The coroner's jury that investigated the death of M. Richey, who was killed here Wednesday night by being hit by an automobile driven by Fred Downs, exonerated the driver. Richey was drunk and had walked out into the street in front of the car from behind another machine going in an opposite direction. The impact from the car did not hurt him, but he struck on the back of his head on the brick pavement, fracturing his skull and breaking his neck.

NEW AUTO IS THE LAST WORD IN CONSTRUCTION OF MOTOR CARS



1913 Packard, which arrived in Portland last week. E. J. Clarke of the sales force, at wheel with party of friends.

EFFICIENT WAYS OF TESTING CARS

Racing, Touring and Hill Climbing Contests Each Has Own Merit.

It is typical of the automobile man that he should go more than half way to meet the public. In order to exhibit his good faith the motor car maker has carried on various forms of contests that have proved of merit—or lack of it—of the various cars. These contests run mainly into two divisions, racing and touring. Both divisions have their followers. Some manufacturers believe that racing is the one positive way of proving a machine's stamina and power, while other car builders will not race, but enter tours.

CARS PERFORM NOTABLE FEATS

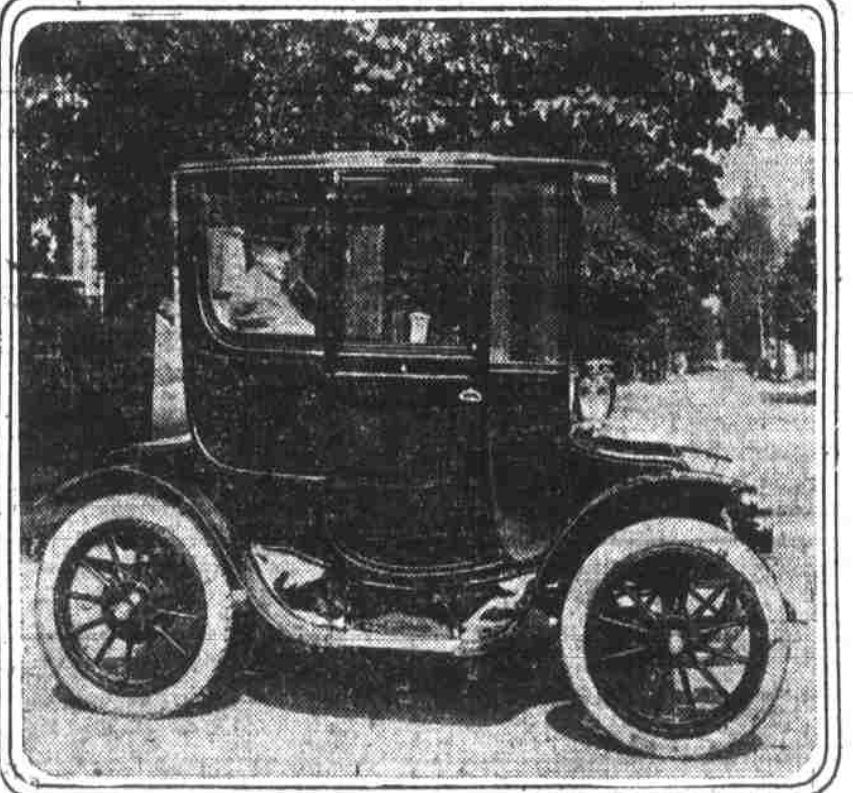
Autos Go 150,000 Miles and Are Still "On the Job" at End of Trip.

The most remarkable story of motor car performance that has been told for a good while comes from Texas, where the automobile is developing the country in a way that was impossible until the trackless transportation service appeared. The story is told by John Stuart Cooley of Chicago. "We were establishing a town about three years ago, down on the South-Plains of Texas, just below the Panhandle," says Mr. Cooley. "To keep in touch with the world we instituted an automobile line between our town and the nearest railroad point, 55 miles away. We had two cars—second-hand model '8' 'Big Six' Stevens-Duryeas I bought from the Chicago agent who had sold me my '20th Century Hustler' Stevens-Duryea three years before.

PROGRESSIVE CANDIDATE WILL STICK TO PARTY

(United Press Leased Wire.) Washington, July 6.—Senator Cummins of Iowa, progressive Republican candidate for president before the Chicago convention, has declared his purpose to remain a Republican. In a statement he says that he cannot follow Theodore Roosevelt in the formation of a third party. John G. Capers, South Carolina member of the Republican national committee, who supported Colonel Roosevelt at Chicago, also announces his intention to support President Taft.

FIRM TAKES AGENCY OF FINE ELECTRIC CAR



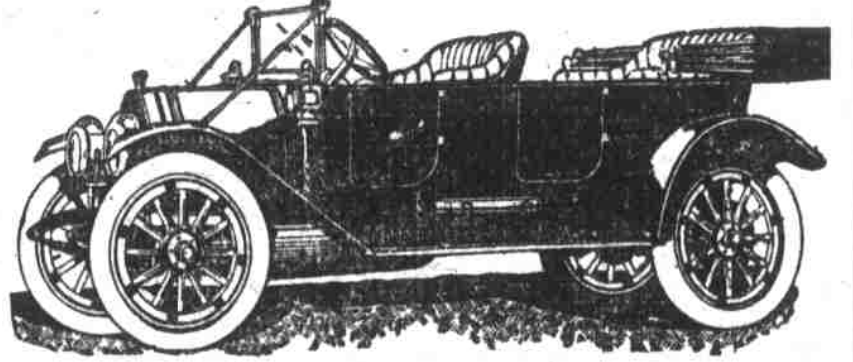
New Ohio Electric, agency for which has been taken by Braly-Boise Auto company. J. C. Braly is shown at right in car. Beside him is D. H. Rose, Pacific coast representative.

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SKIDDING OF CARS CHIEF CAUSE OF MANY ACCIDENTS

Non-Skid Tires Best Safeguard, Says Expert; Excessive Speed Dangerous; Brake Control Necessary.

Reports of commissioners of highways and other officers having duties of a similar nature, throughout the country, show the usual increase in the number of automobile accidents. With the rapid increase in the number of automobiles this result was to a certain extent inevitable, but the number of accidents seems to have increased out of proportion to the number of automobiles, and the causes of accidents are now being more carefully investigated than they have been in the past.

Excessive Speed Danger.

As usual the first recommendation is for more stringent enforcement of the laws to check excessive speed and racing on the public highways. His next recommendation is that the wheels of all motor cars be equipped with some anti-skid device in rainy weather or at any time when the roads and streets are in a wet, slippery condition. The commissioner finds that 90 per cent of the auto accidents reported to him were caused by cars not equipped with chains or non-skid tires, skidding into other vehicles or stationary objects like telegraph and trolley poles, trees, etc. The commissioner believes, moreover, that a considerable number of the accidents classed under "speeding" could have been averted had the drivers of these automobiles had the adequate brake control over their cars which can only be obtained in wet weather by the use of non-skid devices properly fitted to the wheels.

The following from his report should be of interest to everyone who drives a motor car: "It is surely self evident that no one can properly be called an efficient and safe driver of a motor car unless he has at all times complete control over the machine which he is driving. No person driving over a slippery road has complete control of a motor car with wheels equipped with nothing but the ordinary rubber tires. In an emergency he cannot apply his brakes with full force without starting his car spinning about a slippery road, likely to land in the ditch or against the nearest tree.

Skidding Chief Cause.

"Any man who will take the trouble to study the reports of automobile accidents will see by a mere glance over the figures that at least 90 per cent of all accidents to motor cars are primarily caused by skidding.

"It is often difficult to tell after an automobile accident exactly what was the cause. When a car skids into a ditch and is found with a broken axle, there is often doubt as to whether the



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bear this brand gives you precisely the same assurance that you will get the world's choicest motor tires. Over one-third of the motorists in America today have become thoroughly convinced that this stamp means tire strength and wearing quality never before equaled. Take all the best features which have given G. & J. Tires world-wide renown since the early days of the bicycle business, and you must admit you can get a tire value which other makers cannot presume to offer you.

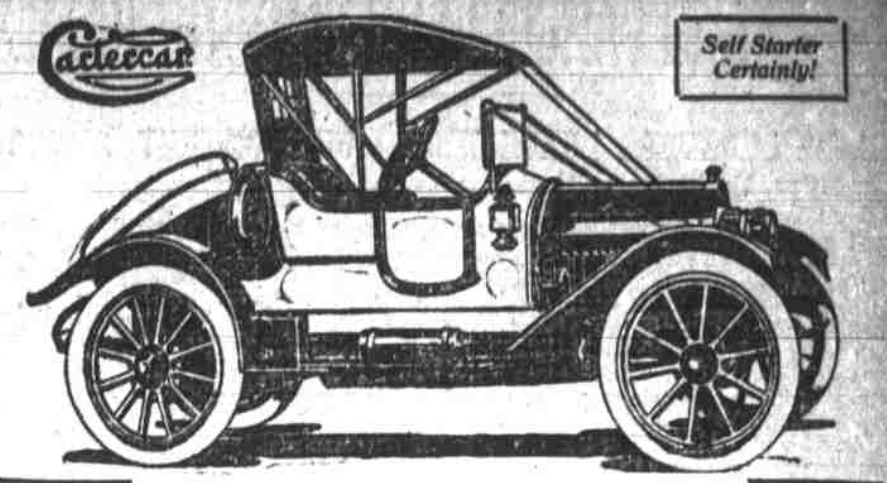
Yet you can buy these tires at the same price you are asked to pay for other kinds.

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breaking of the axle sent the car into the ditch. "There is just one way in which a motor car can be adequately controlled on a slippery road, and that is by tire chains properly adjusted to the four wheels of the car. Equipped thusly not the slightest difficulty will be experienced in gaining complete control and such a thing as skidding will be impossible."

Ghoul Rob Tomb. (United Press Leased Wire.) London, July 6.—A dispatch from Tipperary, Ireland, says that the tomb of the St. Albans family at Newton Manor, near there, has been burglarized and the lead coffin of the grandmother of the duchess opened. It is reported that jewels buried with the corpse have been stolen.



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