

DRIVE INTO MOUNT HOOD COUNTRY IS MOST INSPIRING

Route From Portland to Rhododendron Via Marmot Is Traveled Without Difficulty.

SNOW IS ENCOUNTERED

Foothills Are Covered With Thick White Blanket and Trees Look Like Fairyland.

By Joe H. Jordan From sunshine and dry streets in Portland to a foot of snow near Mount Hood, in three hours' time, was accomplished on a trip made to Rhododendron last Sunday in a Liberty Six by W. H. Wallingford, Liberty, Premier and Brace distributor.

Few motorists realize the beauty of the country in the Mount Hood region and its comparative accessibility by automobile even at this time of the year. In the foothills the weather was like spring, with trees and hillsides blanketed in snow.

Mr. Wallingford headed the Liberty out the Marmot road and returned by the Cherryville-Sandy road, the Marmot road was found in surprisingly good condition. But the Cherryville-Sandy road—"Wowie!" There are muddy roads and muddier roads, but the muddiest road the Liberty ever met in its wanderings was on the Cherryville road last Sunday between Brightwood and Sandy.

On the Marmot road there are several stretches of rough corduroy midway of the trip, a number of rather deep puddles and an aggregate length of a mile that required the use of chains, but the springs took care of the passengers in splendid shape on every bump and the motor, controlled by the trained hand of Wallingford, met every situation "allicker'n a whistle."

Along the Devil's Hogback The way from Portland to the artificial lake at Bull Run is now all rock and gravel and it permits good going. Just after crossing the intake to the lake the planking starts up the Devil's Hogback and as the road reaches higher elevations a wonderful panorama of the surrounding country can be seen. As the road straddles the mountain, one can look down into the Bull Run canyon on one side and the Sandy canyon on the other.

About six and one half miles Aschoff's (Marmot postoffice) is reached. At this point a large party of Mazamas was resting from a hike from Bull Run. A big dinner was being prepared for them, so four more hungry appetites from the Liberty were turned loose on a table full of good eats provided by the household of Adolph Aschoff.

While there Mr. Aschoff showed the party many interesting specimens of taxidermy of animals he had killed and trapped during the past 30 years, and he also told several interesting tales of his life in that section, among them how he worked to have a road constructed that would be passable at all times.

From Aschoff's past the Minsinger farm to the bridge across the Sandy the road is sticky in spots. After crossing a good road extends all the way to Rhododendron.

Leaving Brightwood the snow was several inches in depth and cleared right along until the running board brushed away with it, and it measured about a foot at Rhododendron. A temporary bridge replaces the one that was washed out at this point, but as the new structure is not absolutely safe it was decided not to go any farther. After enjoying a short while in the snow, tracks were retraced to Brightwood. It was then that Wallingford decided to find out how the Cherryville road was.

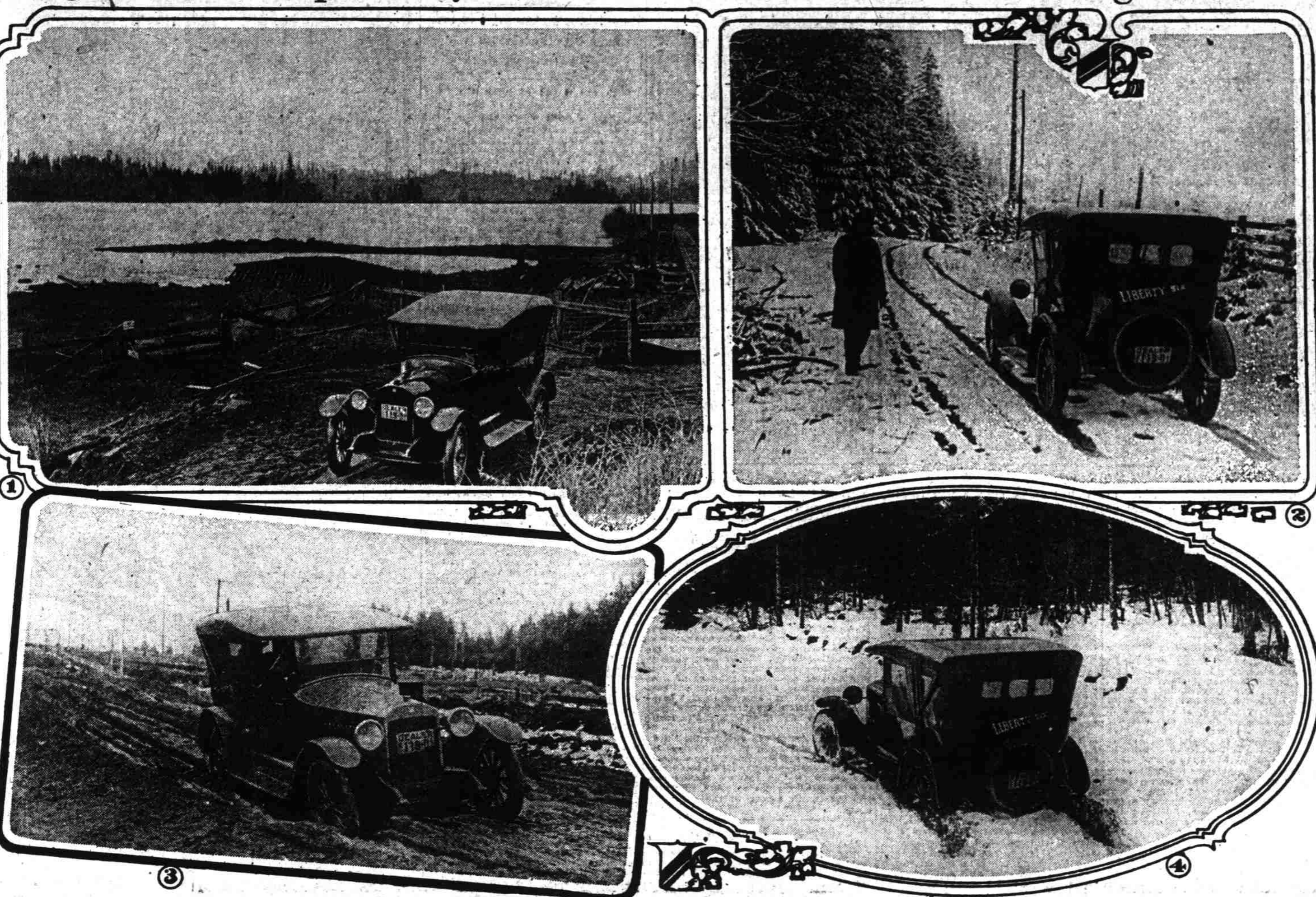
Return Via Cherryville Over this stretch every variety of corduroy surface was encountered, with enough "pure gumbo" in between to tease Mr. Wallingford, who was always willing to let the car have its own way and travel like lightning. But the Liberty tossed its human load up and down quite as gently as could be expected and no one lost his disposition, even for a moment.

Thanks to the considerate county commissioners, most all of the hills on this route are planked with smooth boards, and whatever roughness exists is met fairly and squarely on the level.

To give the motorists a more detailed report on the road and the time required, we left Portland about 10 o'clock Sunday morning and from Portland to Gresham over the smooth pavement of the Powell valley road everything was, of course, delightful and the same can be said of the 13 miles of gravel road that connects Gresham with the town of Bull Run.

From Bull Run to Marmot planked road makes easy driving and we arrived

Sunday Jaunt From Portland to Rhododendron Is Pleasant Midwinter Tour Going Found Exceptionally Good at This Season via Devil's Hogback Road



On a midwinter drive into the Mount Hood country in a Liberty. 1—Artificial lake at approach to planked hill leading to Devil's Hogback; 2—In the snow near Marmot; 3—Mud is deep on Cherryville road; 4—Snow scene near Rhododendron.

Motor Car Thefts Represent Big Sum

Figures gathered by the Detroit club show \$8,816,666 was lost through car thefts in 1917. Careful checking of figures from all parts of the country show that between January 1 and October 1, 1917, in 50 of the largest cities of the United States, 22,750 motor cars were stolen, and of 8000 no trace has ever been found.

at Aschoff's at noon. At the postoffice there is a short stretch of mud, but it has bottom and only extends for several hundred feet, where planking again leads for a distance. At the end of the planked stretch the road descends rather abruptly to a lower level and recent rains and melting snow have rutted the road, although no trouble was experienced in getting through. At the bottom a small culvert has been washed out, necessitating fording the creek. At this point, before coming to the Minsinger farm, chains help, as there are about 300 yards of mud, but wet as it was it had not caused hard work for those who have gone up during the last two weeks. From Minsinger's on the road has a sandy bottom, which may hold water in puddles but offers no resistance, and three miles farther the Sandy is again crossed over a newly constructed bridge.

Three Hours' Driving Reviewed Following through Brightwood it was not long before the Liberty planked both front wheels in the snow and trekked over the path which forestry officials

had plowed. The snow was somewhat soft, although at an average depth of one foot, and the road was easily discernible. About three hours' driving time was required to reach Rhododendron.

At present the trip to Rhododendron should not be attempted by any inexperienced driver or anyone who has never before been over the road.

- The principal thing is to know by experience and by "hunch" what you are going to encounter. Following is a log of the Marmot road via Bull Run: 0.0—Journal building, follow over Hawthorne bridge, through Ladd's addition and out Division street to Powell Valley and pavement to 13.5—Gresham. Straight through. 14.8—Cross railroad. 16.8—Turn left. 16.6—Powell Valley. Turn right. 16.7—Turn left. 18.7—Straight ahead. 20.0—Straight ahead and follow down winding grade. 21.9—Clackamas Multnomah county line. 22.3—Mayberry. Cross railroad. 24.1—Cross bridge over Sandy river. 25.3—Bull Run lake. 25.5—Turn right. Left hand road leads to Bull Run postoffice. 33.0—Marmot (Aschoff's). 35.1—Minsinger's farm. 38.0—Cross bridge over Sandy river. 40.8—Brightwood. 40.8—Sawmill. 42.8—Wemme postoffice. 45.0—La Cass Monte. 46.2—Rhododendron bridge.

Tension members of a truss frame that supports a flat car of unusual capacity on a European railroad are formed of steel wire cables instead of the usual rods and bars.

Week's Motor and Truck Record

The following temporary police permits were obtained in Portland during the week by new car owners, pending the arrival of state licenses, according to M. O. Wilkins, publisher of the Automobile Record:

- George W. Stout, Multnomah, Or., Ford. Paul H. Oesch, 4231 East Forty-second street southeast, Ford. J. H. Anderson, 585 Third, Ford. W. A. Wright, 414 Abington building, Saxon. H. J. Murphy, East Third and Alder, Ford. Pacific Tire & Rubber company, 445 Stark, Maxwell. William H. Chambers, 425 East Couch, Chevrolet. Dora F. Dahlgren, 724 East Thirteenth street, Chevrolet. M. E. Newton, 554 East Morrison, Ford. William Newman, 500 East Washington street, Ford. F. L. Privett, 1214 East Burnside, Oldsmobile. E. R. Allmen, 589 East Thirteenth street north, Dodge. W. W. Hostetter, Boring, Or., Route 2, Ford. H. F. Henney, 361 Vancouver avenue, Chevrolet. National Laundry company, 292 East Eighth street, Ford. E. M. McKnight, 228 North Twentieth street, Dodge. C. R. Windolph, Broadway at Davis, Kissel. W. C. Grant, 604 East Twenty-second street, Overland. A. M. Robinson, Crown Willamette Paper company, Overland. A. H. Cantrel, 628 Williams avenue, Overland. Oregon Transfer company, 474 Gillisan, Overland. Standard Oil company, Yeon building, Ford. Tri State Terminal company, 63 North Fifth street, Ford. Dr. Albert A. Huffman, 404 Morgan building, Oakland. Hughes & Son, Route 1, Portland, Or., Ford truck. D. L. Nash, 924 East Burnside, Chevrolet. G. Schantin, Portland, Route A, Dodge. Mrs. Mary Morrow, 925 East Divis, Saxon. H. W. White, 31 E. 53d st., Overland. D. E. O'Reilly, 708 Davis, Stutz. K. E. Westlander, 302 Mohawk, Overland. Mrs. E. Cook, 220 N. 16th st., Overland. Lea Taxi company, 322 Stark st., Paige. W. W. McFadden, 404 Marguerite, Oldsmobile. C. Evans, 274 Morrison, Oldsmobile. W. D. Hedgco, 407 Glisan, Buick. The Oregon News company, 440 Gillisan, Ford. E. L. McKern, 923 Oregon st., Ford. Everding & Farrell, 140 Front st., Ford. L. A. Stovall, 831 Overlook, Buick. G. Albert Huellen, 224 Pine st., Ford. Fisk Rubber company, 54 N. Broadway, Overland. Fisk Rubber company, 54 N. Broadway, Overland. C. Wolf, 593 Knott st., Paige. L. Minogtie, 515 N. 29th st., Republic truck. William E. Christianson, 625 E. 16th st., Chevrolet. Charles B. Ziebuyth, 29 E. 80th st., Mitchell. Sidney S. Gebbes, 567 Schuyler, Maxwell. D. Nyler, 6120 Thirty-ninth avenue southeast, Ford. Oregon Chair company, 1190 Macadam, Hudson. Standard Oil company, Yeon building, Buick. Albina Engine & Machine company, city. C. C. Clark, 50 North Twenty-third street, Metz. Columbia Steel company, Tenth and Johnson, Oakland. J. C. Armstrong, Congress hotel, Oakland.

Chalmers Men Call At Hemphill Agency

Five officials and representatives of the Chalmers Motor Car company of Detroit happened in at the office of Roy Hemphill, manager of the Western Motor Car Sales company, Chalmers distributor, last week.

The meeting was made doubly important by the presence of H. J. Aughe, treasurer of the Chalmers company. Mr. Aughe was accompanied by L. M. Brown who is an assistant in the matter of financial affairs. George Pearson, Jr., coast supervisor and J. E. Herlihy, assistant coast supervisor, who make their headquarters in San Francisco and M. J. Riker of the technical division of service department with headquarters in Detroit were the other three.

Mr. Hemphill and Mr. Herlihy returned last week from an extended trip through Eastern and Southern Oregon in the matter of dealer adjustments. All claims and adjustments are handled through the San Francisco office instead of being sent back to the factory.

Play in the Drive When the car bucks at low speeds the throttle is likely to be caused by excessive play between the driving pinion and ring gear in the rear axle or between the two high speed gears in the transmission. Lift the front floor boards and try turning the propeller shafts by hand to notice the extent of the play. Very often too much play may cause breaking of the gear teeth when the clutch is not engaged gently.

COURT TO DECIDE IF FUNDS MAY BE USED IN MACADAM

State Highway Commission Finds Money Insufficient to Hard Surface Roads as Proposed.

IS MACADAM HARD SURFACE?

Provision Made That State Lay Paving When Counties Prepare Roadbed; Test Is Proposed.

The state supreme court is to be called upon to decide whether the construction of a macadam road by the state highway commission will be a compliance with the \$4,000,000 bond act, pending the commission is confronted with the fact that it will be impossible to pave all the roads provided for in the act, with the funds which will be available. If it is allowed to macadamize, the money will go three times as far as it will if pavement is insisted upon. The law makes it mandatory upon the state to hard surface certain roads after the counties have prepared the base.

In making a test case it is probable that it will be based on the theory that a macadam surface would be the first step in the paving process as the rock would enter into the composition of the base of the pavement. Therefore, by putting down the macadam now and completing the pavement later when more funds are at hand it is held that the requirements of the law will be met. By some it is held that macadam itself would come within the definition of pavement or hard surface but it is thought such a position would not be tenable as it was evidently the intent of the legislature to make a distinction between macadam and what are commonly designated as hard surface pavements.

It has not yet been definitely determined what method shall be employed to bring the test suit before the court. One way suggested thus far is to draw a warrant for payment of macadam work now in progress on the \$4,000,000 fund. Secretary of State O'cott, by refusing to honor the warrant, would give an opportunity to begin a contest.

California Wants Pay for Auto List

Sergeant Ervin Offered Set of Golden State Auto License Numbers for \$5 in Answer to Request for Copy.

In an effort to help the California authorities recover stolen automobiles that they may be brought to Portland, Motorcycle Sergeant Ervin wrote to the secretary of state at Sacramento asking for a list of the California autos and license numbers. These lists are printed in booklet form by the state and are supposed to be given out to peace officers. Sergeant Ervin received a postal card Wednesday from Robert L. Fetter, California state printer, stating that the Portland police could have a set of the books for \$5.

In Oregon such books are gladly supplied to all peace officers free of charge. Sergeant Ervin commented that if California is no more interested than that, the state could not expect active cooperation from Oregon.

N. F. Sutton to Keep Eye on Nash Affairs

N. F. Sutton, representative of the Chilcott Nash company of Seattle, will assume charge of the Nash business in Oregon and is making his headquarters at the offices of the Portland Motor Car company, Nash and Packard distributors for this territory. Mr. Sutton will take charge of the wholesale end and assist in the work of Nash cars and trucks in this territory. He was formerly connected with the General Motors company at St. Louis, acting in the capacity of manager.

Advertisement for Liberty cars. Text: 'There actually is a difference in the way it rides and drives'. 'To fully appreciate this difference, ride in the car—and drive it!'. Distributor: W. H. WALLINGFORD, 522 ALDER.

Advertisement for Oldsmobile. Text: 'OLDSMOBILE PRICES ADVANCE MARCH 15'. 'PRESENT PRICES: Eight Cylinder Models \$1660; Six Cylinder Models \$1350'. 'THE OLDSMOBILE CO. OF OREGON'. 'Broadway at Couch Phone Broadway 2270'.