

TAG TO AIR
HIGH UP HOOD
BEST BRACER

Odor of Forest, Beauties of Scenery, Make Motorist Forget Stony Path Which Must Be Traveled.

By Frank A. Clark.

There's a tang to the air and a bracing taste to the water on the slopes of Mount Hood that cannot be duplicated by any other high piece of real estate near Portland, and Government Camp, with its hotel and Mr. Primrose as the genial host, is a Mecca for those who would give their lungs a taste of the real thing in ozone. This did a party of Journal scouts discover last week when a Chevrolet "490," piloted by the redoubtable hand of LeRoy Pridemore of the Fields Motor company, made the run over the road through Rhododendron, up the hairpin turn, and through the sweet-smelling woods to the 4000-foot elevation.

How is the road? Speak gently and tread softly in the presence of the dying. That road, regarding which much has been written and considerable been said, is about to be counted among the missing and sent to the limbo of oblivion along with the Mosier hill and the Scappoose stretch. Why worry about rocks and bumps, and truth compels a notation of the fact that there are many of the former and some hundreds of the latter, when are long a nice new highway will gird the slopes of the famous mountain and take most of the "do or die" feeling out of a trip to the camp? And who would worry about a little rough road when there's pure air, cold water and a hot dinner in waiting at the end of the road?

HOW TO GET STARTED

Here's a program for the party with a yearning for the out-of-doors: Take your car and go out the Base Line road to the Twelve Mile house and turn right to Gresham. Turn left at the fountain and watch the signs, and before long, Mr. Motorist, you'll be on the road to Sandy, at the town, and then on into the open country beyond, heading for the mountains and the time of your life. Stick to the road, make out like you don't feel the bumps, and watch for the bits of scenery along the way that will make you want to stop and camp for a week.

Did you bring your lunch? No? Well, after an appetizer at Whiskey creek, it's somewhere along the way—turn off the road near the 45-mile mark and go down to Arroyo Wana for dinner, Chicken? Shades of Erasmus Pickle! Take a given number of people staying at a place in the mountains, a tang of real air in the woods, a flock of chickens of a certain size, and it will be discovered that the flock will be depleted with heart-breaking swiftness. The strange part of the whole thing is that Mrs. Spencer finds it necessary to ring two bells, a large one and a small one, in order to collect the folks who may be staying there. The first note of the big bell had hardly found its way in among the echoes when the scouts had lined up at the point from which an advance is made on the enemy.

WOODS ARE WONDERFUL.
The woods about the hotel and along the Salmon river are wonderful strolling grounds. A path winds its way through the moss-covered trees along the river, and one can find any number of shady spots to tarry for a rest, or a score of likely holes where perchance the fish are loafing about pining for a manufactured fly to play with.

After dinner, take the car and get back on the main road. There is just time to make it to the Camp and back to Portland for supper. Beyond Rhododendron the road is in great shape, with a nice little scattering of gravel over the surface and all the ruts taken out as with a hot iron. This is a part of the new highway, although there was still a detour near the old toll gate last week. As the car bowls along, Mr. Motorist, watch for the grade of the road high over your head and take a look at the camp along the road, some inhabited by folks out there for the summer and others sheltering the crews working on the new road.

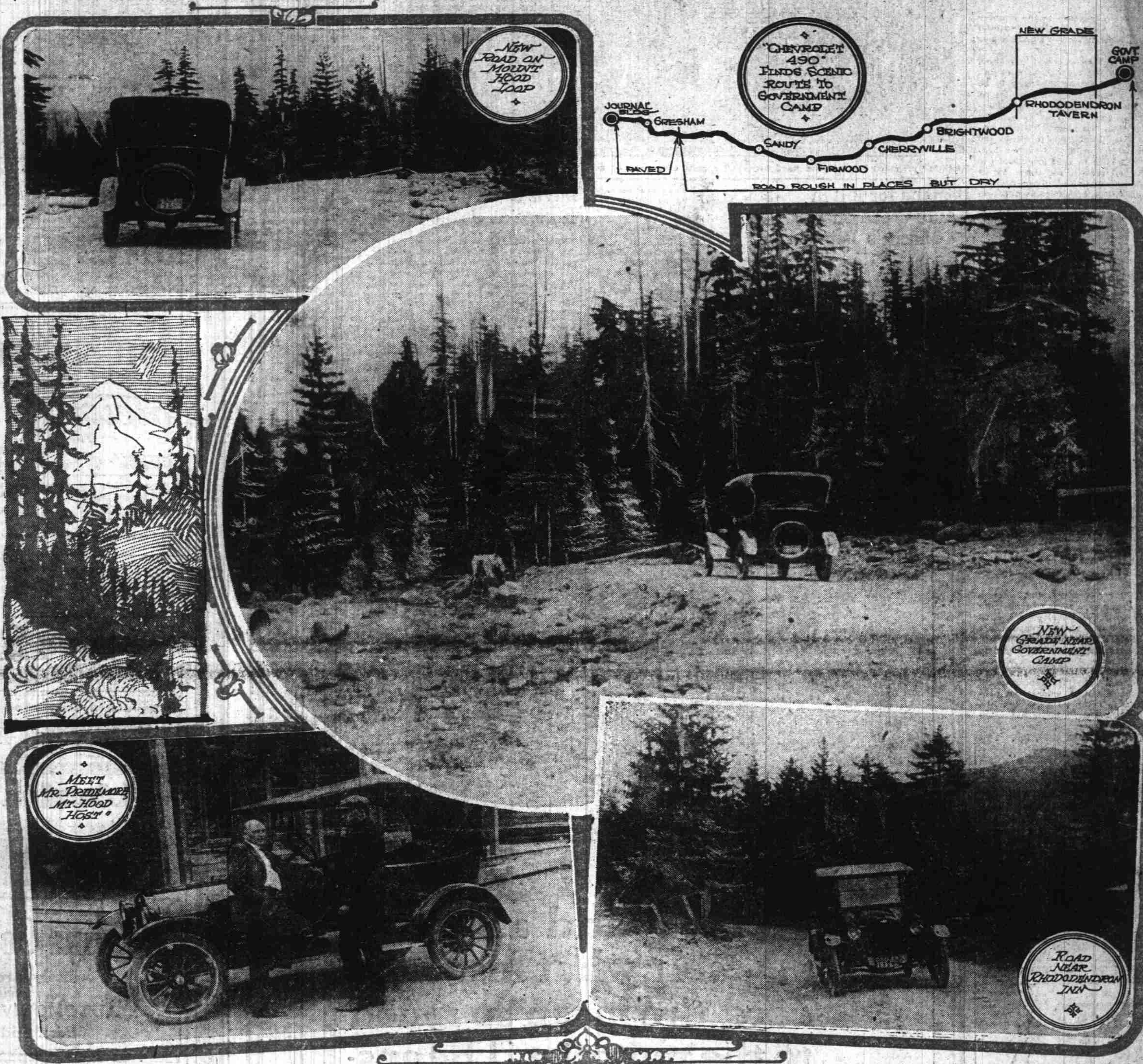
SCORES PICK FLOWERS

Scores of people were picking flowers in the woods. The rhododendrons were out in all their glory, making colorful spots among the green trees or grouped in banks along the road, the blossoms high on their tough branches or nestling demurely among the green leaves. Hide and seek flowers, these, flirting with others high out of reach on the slopes back from the road. One young man was engaged in fetching a spray he had by the side of the way, certain that his trouble had won him a smile from a girl's face under a certain saucy hat.

Then the grade is steep. Not satisfied with having lifted your car up several hundred feet already, the road gets busy and makes no bones about climbing. A dose of intermediate may be the tonic necessary to produce the required results, but at all events push ahead and dodge as many of the rocks as you can. Like the chap in the poem, "Excelsior," is the order of the day, either as a watchword or as a cushion. 'Tis equally useful in either role, as the grade becomes steeper the woods grow thinner, the pampered trees of the lower levels giving way to their hardier brethren able to stand the wear and tear of cold weather and hard winters.

The car may give a gasp of relief as the plateau is attained, and so may the driver, for Government Camp is near. If you missed lunch on the road up, it awaits you here. Devour the sights with your food and swallow tales of the mountain with your coffee, and don't forget to notice the hotel, a section of the loop road, now fast approaching completion.

FIND HEAVILY TRAVELED ROAD TO MOUNT HOOD

HIGHWAY TO
HOOD RIVER IS
ALL FINISHED

Great Road Is Culmination of Eight Years of Actual Work and Outlay of \$3,500,000.

The completion last week of a paved road between Portland and Hood River is the culmination of eight years of effort, preceded by several years of agitation. From a cost standpoint there is represented approximately an expenditure of \$3,500,000.

In the early history of Oregon travel through the Columbia river gorge was over The Dalles military road. Judged by modern standards it was nothing but a trail, but in a measure it served the traffic of those days. When the railroad down the river came a great portion of the road was appropriated and as a through highway it ceased to exist, the right of way being taken over for the railroad.

Along about 1910 when the subject of highway improvement began to be discussed in Oregon, the late E. Henry Wempe was the leader of a movement to restore the road between Portland and Hood River.

After the surmounting of many difficulties and considerable expense a survey was made and it was estimated that a road would cost in the neighborhood of \$40,000. Some work was done in Multnomah county as far east as Bridal Veil, but through lack of support the Wempe plan fell through and Wempe turned his attention to the reconstruction of a road from Portland to Mount Hood, on which he was engaged at the time of his death, a few years ago. It was taken into consideration only in estimating that the road from Portland to Hood River would cost only \$40,000, but was taken into consideration only in estimating that the road from Portland to Hood River would cost only \$40,000, but was taken into consideration only in estimating that the road from Portland to Hood River would cost only \$40,000.

Getting around Shell Rock mountain was one of the discouraging features in building the road. Many contended that time lost was impossible of achievement. This was probably one of the principal causes which led to the abandonment of the plan.

BENSON ENTERS GAME

It was about this time that Simon Benson, the present chairman of the state highway commission, began to be interested in road development. In the fall of 1911 Benson went to California to spend the winter. He shipped his automobile to The Dalles from Portland. "While going up the river on the boat," he said, "I made an observation of the shore line and became impressed with the idea that it was possible to build a highway along the river. I thought that if Shell Rock mountain was the only obstruction there was nothing in the way."

Benson instructed his attorney the late E. E. Coover, to make an announcement that he would donate \$10,000 towards the expense of grading around the mountain.

Out of this situation came an agreement in March, 1912, between Benson and Governor West to have the work done by state convicts, Benson defraying the cost.

Some 40 or 50 convicts were placed on the work and a grade was made around Shell Rock mountain which in a measure forms the base of the present grade. When the \$10,000 donated by Benson had been spent the work came to an end.

ROAD SENTIMENT GROWS

By this time there had grown up in Oregon a strong feeling for a road, fostered principally by Samuel Hill who brought the first vision of a highway along the Columbia river built on broad and comprehensive lines with good gradient and safe curvature, one that would not only attract the tourists of the world by its scenic setting but would serve as an artery of commerce in the development of the Northwest. State highway legislation was enacted and a highway commission was created. There was also organized the Columbia River Highway association. In the fall of 1913 Multnomah county began the construction of the Multnomah county line to the highway, completing the work in 1916.

In 1914 the state began construction of the Hood River county unit, the county line was made to the \$12,000 raised by a bond issue. The first work in Hood River county was the grading from the Multnomah county line to Cascade Locks and between Wyeth and Shell Rock mountain. This completed grade joined to stretches of existing road permitted through travel and in 1915 the highway was formally dedicated by an official tour made by Governor Wilbur and W. W. Wyeth and the section between Cascade Locks and the Multnomah county boundary. Approximately there has been expended in Hood River county by the state \$1,250,000, west of Hood River city.

MORE TO BE DONE

In 1917 when the present highway law was enacted provision was made to continue the highway through Hood River county at state expense. There was yet to be graded the section between Cascade Locks and Wyeth and the section between Wyeth and Shell Rock mountain. This work has been done and the entire grade paved from the Multnomah county boundary. Approximately there has been expended in Hood River county by the state \$1,250,000, west of Hood River city.

With the completion of the highway there comes a new problem. It is a question of providing more pavement for the highway in a few years the widening of the highway.

Stolen Autos

Following is a list of automobiles stolen in this city and not recovered to date:

Buick, 1920, touring, Oregon license 8232, Motor No. 84845.
Chevrolet, 1919, touring, Oregon license No. 25120, Motor No. C2318.
Dodge, 1920, touring, Washington license No. 11152, Motor No. 504021x18.
Dodge, 1920, touring, Oregon license No. 87455, Motor No. 521139.
Dodge, 1918, touring, Oregon license No. 31678, Motor number 39905.
Dodge, 1920, touring, Oregon license No. 82328, Motor No. 509486.
Ford, 1919, roadster, Oregon license No. 10737, Motor number 3215614.
Ford, 1919, touring, Oregon license No. 20146, Motor No. 3042736.
Maxwell, 1918, license tags missing, Motor No. 277941.
Overland, 1918, touring, Oregon license No. 47765, Motor No. 21670.
Tulsa, 1920, roadster, Oregon dealer's license No. 799 A, Motor No. 84856.
Cleveland, 1918, motorcycle, Oregon license No. E 33, Motor No. 10115.
Harley-Davidson, 1918, motorcycle, Oregon license No. H 65, Motor No. L18 A32401.

company's camp. Marmot road comes in at this point. In returning many tourists take the road back to the city. Cross river to get on this road.

41.3—Salmon.

41.8—Brightwood.

42.7—Straight ahead.

43.1—Enter Oregon national forest.

43.8—Rhododendron tavern.

45.3—Left over detour around construction.

52.0—From this point on to Government camp the driver will have plenty to do. Watch the road.

58.8—Government camp. Hotel, etc.

Your Battery—How It's Made
Facts Told in Plain English

By R. R. Graham

(Note: In this article no attempt has been made to be technical; in fact, every effort has been made to clearly state conditions without being technical.)

What is a storage battery, and what does it do? In answering this question we will only consider the pasted plate storage battery in general use as a starting and lighting battery on up-to-date motor cars and trucks. That type battery is an electro-chemical apparatus. It does not store electricity, but is capable of creating or producing electrical energy, by chemical action, under certain conditions; and under other conditions when electrical energy is properly applied through the terminals of the battery to its plates, chemical changes are produced within the cells of the battery which restore it to its original chemical condition.

Roughly speaking, your storage battery is an arrangement of positive and negative plates in a chemical solution, each positive plate being insulated from its negative plate. Each plate is a grid or framework, for illustration, let's say, four inches wide by five inches

Don't

Don't fail to give all other vehicles their share of the road under all conditions.

Don't fail to give the proper signals when you are stopping, turning or changing the course of your machine.

Don't drive at night without lights.

Don't pass any vehicle at an intersection unless the road ahead is clear for at least 100 yards.

Don't pass streetcars at a speed exceeding 10 miles per hour.

Don't exceed speed limits.

Don't ever operate a car unless the registration certificate, properly signed, is displayed in the driver's compartment.

Don't ever operate a car unless you have a driver's license in your possession.

Don't carry luggage so that it extends more than 12 inches to the left side.

Don't fail to have your headlights properly adjusted according to the law.

Don't fail to have a tail light lamp at night.

Don't use a spotlight that violates the law.

Don't fail to give aid in case of accident.

Don't violate the law and you won't get into trouble.

To Extend Air Mail
Service of Country

Large numbers of the aerial mail service have been decided upon by the postoffice department. It is announced, and won't airplane companies throughout the country will be asked to submit bids for the establishment and operation of these lines. The main line between New York and San Francisco, however,

will be operated by the government, it was stated. The present plans contemplate extension of the New York-Washington air route to the leading cities of the South.

Have You a Little
Ferry in Your Town?

Wilsonville, July 31.—With a new cable pressed into service, the Wilsonville ferry is again operating, much to the satisfaction of hundreds who use it. The few days it was out of commission, because of the breaking of the cable, proved what an inconvenience results to those desiring to get across the river, making it necessary for many people to either drive around by Oregon City or Newberg to accomplish this, a distance of some 14 miles. Wilsonville people are anxious that the county board should see the advisability of having the ferry in such condition that it can be operated every day of the year.

Gravel Work Starts
On Pacific Highway

Washington, Aug. 1.—Hall of Lebanon, Or., who were recently awarded the contract for graveling the Pacific highway between Barlow and Aurora, have started upon the work, which will take about two weeks to complete. The distance is about two miles and it will be necessary to move about 10,000 yards of gravel to cover the roadbed, which is to be 20 feet wide. The gravel is being taken from the Pudding river with two or three trucks. The work is under the direction of A. H. Knight of Canby.