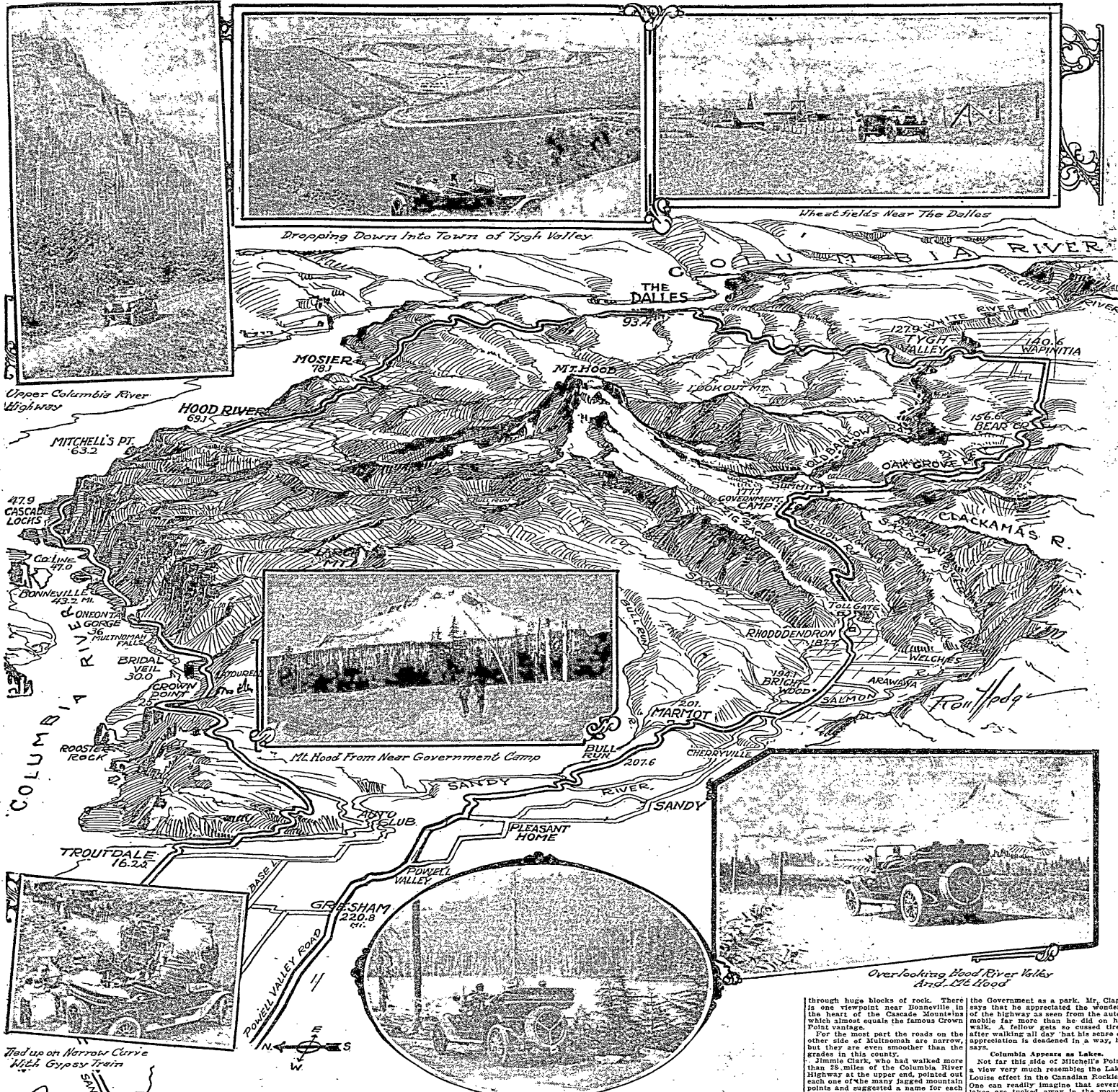


# WONDERS OF FIRST AUTO TRIP AROUND MOUNT HOOD MANY

Pathfinding Party of The Oregonian Circles Mountain for First Time Within One Day—Scenery Is Declared Most Beautiful in World—Run Made in 11 Hours.



BY CHESTER A. MOORES.

MOUNT HOOD has been circled completely by automobile for the first time in history within the course of one day.

Aiming deliberately at the accomplishment of this feat, our party left early last Sunday morning in Henry Wagner's 1912 Packard "45" for a tour that carried us over the full length of the newly christened Columbia River Highway from Portland to The Dalles, south through Central Oregon to Tugh Valley and Wapinitia and then back over the old Barlow road past Government Camp and Rhododendron into Portland. We arrived at The Oregonian building before dark after completing the entire loop of 217 miles under the light of one day's sun.

As the result of last Sunday's history-making trip the wonders of perhaps the greatest scenic loop trip in the world have been uncovered for all time. Oregon can challenge any community in the world to produce a continuous drive that will match the scenery and the variety of atmosphere that are unfolded on this trip around Mount Hood.

Tourists who have traveled the world over declare that the Columbia River Highway is the most scenic drive in the world, while the trip to Mount Hood never fails to enthrall even the accustomed, unappreciative Oregonian. But combine these two wonderful scenic pathways, a panorama of the world-famous Hood River Valley, Hood, Adams and Jefferson—a face-to-face visit with the sun-kissed wheat fields that spread out from The Dalles, a taste of real desert in the Tugh Valley, and several hours' acquaintance with a majestic mountain that towers above a mighty chain of timbered hills. This indeed amounts to the trip de luxe of America. This indeed is enough to make a traveler dream that he has completed a trip around the world in a day, with Mount Hood as the pivot of the universe.

Last Sunday's trip was made under the auspices of The Oregonian as one of the weekly pathfinding tours arranged to give the readers of The Oregonian the benefit of first-hand information and recommendation on automobile trips that may be taken out of Portland.

In the party that circled Mount Hood for the first time were Henry Wagner, Sr., owner of the car that achieved the feat; Henry (Hennie) Wagner, Jr., who piloted the Packard every inch of the way; Elmer J. Clark, vice-president of the Frank J. Nigra Company, and the writer.

Mr. Nigra is due Hennie Wagner for the mastery finish in which he handled the big car throughout the

day. But for the strength and power of the Packard and skill of young Wagner, last Sunday's performance would have been impossible. Such a trip as we took Sunday is not cut out for an ordinary car and an ordinary driver. The road through Central Oregon fine, but we encountered about 50 miles of driving around back of Mount Hood between Wapinitia and Government Camp that kept us guessing all the time. In some places the mud was bub deep and the roadway for miles and miles was scarcely wide enough to give the big car passage. Many a time the sides of the car all but scraped against the giant pine trees that flanked either side of the winding path, and we felt lucky to come out with an entire automobile. The balance of the trip from Government Camp into Portland was not at all difficult.

All I need to make trip feasible.

The writer would discourage any but the experienced driver to make the loop trip around Mount Hood and would advise against an attempt to complete the trip within one day. But every living Oregonian worthy of the name should make up his mind right now to circle Mount Hood by automobile some day, and should not boast that he knows his own country until he has. Many of you, it will mean the greatest experience of your life and will multiply your pride in Oregon no matter how large you are to your state.

The entire trip required 15 hours and 45 minutes total elapsed time, but our actual running time was undoubtedly less than 11 hours. For

instance, we stopped 30 minutes at The Dalles, 10 minutes at Hood River, 25 minutes while some gypsites were stashed on a narrow road, 25 minutes at Government Camp, 45 minutes while replacing two blown out tires and one hour and three minutes for lunch.

These main stops authorize a deduction of three hours and 18 minutes from the elapsed time. In addition we stopped perhaps 20 times during the day to allow Mr. Wagner to take pictures and we also made a number of incidental stops, at Rhododendron Tavern, in the mountains to pick rhododendrons and other flowers, and for various other reasons. Mr. Wagner took 45 pictures and within the space of a half mile in Tugh Valley he stopped for at least a half hour for that purpose.

Is it unfair to assume that all of these untimed stops totaling at least an hour and a half? If they did total just that time our running schedule was exactly 11 hours, which would give Hennie an average of 21.4 miles an hour over all kinds of road, and anyone who knows Hennie would bet he can do a lot better than that. The chances are that the actual running time was less than 11 hours of good consistent driving and faithful machine performance.

Start Made in Early Morning.

Amidst the glory of a brilliant sunrise the Oregonian pathfinding crew pulled away from Portland at 5:30 o'clock while the entire city was yet

asleep. We went over the Broadway Bridge and out East Broadway to intercept the Sandy boulevard and followed that course to Troutdale. In spite of the fact that the Sandy is being paved, this course was found to be in the condition all the way and it afforded us an opportunity of witnessing two or three of the 70 miles of paved country road that will be a reality in Multnomah County before Fall.

The road all the way through Troutdale to Chantuiser was in excellent shape, even the former bad stretch just this side of the latter point. Here we passed the first car seen since we left Portland and the first of three that we passed for the entire distance between Portland and The Dalles. There were many empty cars stationed along the road and in one place along the highway we awakened a couple who had been sleeping all night on the ground alongside the car.

As the Packard flew past St. Peter's Dome, opposite Castle Rock that towered up above its base of 15 acres and the north abutment of the Bridge of the Gods the road bed was good, almost all the distance to Warrendale. Even the former disengagement of crushed rock was absent except for one or two short stretches and we splashed through only one actual mudhole.

When we approached the Bonneville fish hatchery our eyes feasted on some wonderful scenery and some remarkable road work, constituting a

view very much resembles the Lake Louise effect in the Canadian Rockies. One can readily imagine that several lakes are tucked away in the mountains. But, in fact, it is only the Columbia appears as lakes.

Not far this side of Mitchell's Point a view very much resembles the Lake Louise effect in the Canadian Rockies. One can readily imagine that several lakes are tucked away in the mountains. But, in fact, it is only the Columbia appears as lakes.

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through huge blocks of rock. There is one viewpoint near Bonneville in each case the many jagged mountain points and suggested a name for each peculiar formation. He also pointed out the wealth of the forests in that section which may soon be set aside by the Government as a park. Mr. Clark says that he appreciated the wonders of the highway as seen from the automobile far more than he did on his walk. Fellow auto so-called tired after walking all day that his sense of appreciation is deadened in a way, he says.

For the most part the roads on the other side of Multnomah are narrow, but they are even smoother than the grades in this county.

Jimmie Clark who has walked more than 25 miles of the Columbia River Highway at the upper end, pointed out each one of the many jagged mountain points and suggested a name for each peculiar formation. He also pointed out the wealth of the forests in that section which may soon be set aside by

FIRST LOG OF THE COLUMBIA RIVER HIGHWAY IS PREPARED BY REPRESENTATIVE OF THE OREGONIAN ON CIRCLE AROUND MOUNT HOOD.

Until The Oregonian pathfinding party looped Mount Hood Sunday, via the Columbia River Highway, Central Oregon and the Barlow Highway no log had been prepared on the recently dedicated Columbia Highway.

Following is an accurate log of the entire loop made especially for The Oregonian.

Miles.	Place.	Time.	Miles.	Place.	Time.
0.0	Portland	5:30	62.2	Summit Mitchell's Point	8:25
16.25	Troutdale	5:55	65.7	Fubhton	8:30
31.2	Dodson	6:08	69.1	Hood River	8:40
25.4	Entrance Columbia Highway	6:09	74.1	Grand View Farm	9:07
25.6	Crown Point	6:22	73.1	County Hill	9:11
27.7	Latourell Bridge	6:27	78.1	Mosier	9:21
30.0	Bridal Veil	6:32	82.4	The Dalles	9:55
32.3	Groffon Falls	6:33	89.6	Dufur	10:25
32.8	Multnomah Falls	6:37	119.1	Kingsley	11:26
34.1	Oreanta Gorge	6:43	127.9	Tugh Valley	12:30
35.6	Horseshoe Falls	6:45	146.6	Wapinitia	1:51
37.4	Dodson	6:50	156.6	Hear Creek	1:52
39.5	Opposite Castle Rock	6:52	162.0	Frog Lake	4:10
40.6	Warrendale	6:58	177.7	Government Camp	5:10
42.2	Bonneville Bridge	7:07	188.6	Toll Gate	6:20
44.7	Opposite Table Rock	7:09	197.7	Brightwood	7:33
47.0	County Hill	7:20	204.1	Marmot	7:54
47.8	Cascade Locks	7:22	212.6	Bull Run	8:00
51.5	Night fork of road	7:25	217.8	Powell Valley	8:37
52.3	Wyath	7:31	220.5	Gresham	8:54
52.5	Opp. Wind Mountain	7:32	235.7	The Oregonian building, Portland	9:18
52.7	Lindsey	8:12			
52.7	Virilo	8:12			

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