



GOING UP . . . a huge 200 foot by 50 foot steel building is in the process of being erected at Oregon Coast Veneer. The building will house the truck repair shop of Sam Agnew, who has recently leased the plant. Cement flooring is just being poured in the photo. **Pilot Photo**

Brookings to O'Brien Via Chetco Lake Route

A recent Sunday, Ben Jones, Richard Garvin and M. S. Brainard made the trip from Brookings through to O'Brien in the Garvin jeep. It could not be made in any other vehicle and from this the side-mounted spare tire should be removed.

The distance was estimated at 80 miles, of which 40 is good to the foot of Vulcan Peak and 13 excellent from the summit of Oregon

Mountain in to O'Brien. The intervening estimated 20 miles was originally made several years ago with a special built caterpillar having a four foot blade, the work being done by the Forest Service. No work has apparently been done on this stretch since, excepting for a very few miles on the Oregon Mountain end where there has been some logging and prospecting. There aren't any sharp

grades on the route and it would appear that the road could be brought to commercial use without an alarming expenditure of money. It would require a great deal more to make it a highway. There is very little commercial timber in the immediate vicinity of the route but appears to be considerable in the many draws but, as the route is almost all between three and four thousand feet or better in elevation and the draws mostly very deep and steep, logging operations would be comparatively costly.

The worst difficulty encountered on the trip was the washing in of material from the upper side of the trail and in some places, this comprised of rocks that it took two of the travellers to boost over the grade—to crash hundreds and hundreds of feet down into the canyons. Almost the entire route had a footing of decayed serpentine although there were places where the tread was made by rolling to one side the buckskin boulders and the vehicle bounced over the other the others.

Traversing the ridge between the South and Main forks of the Chetco the route runs close to Chetco Lake, a limpid pool of about two or three acres set in a shallow bowl under the ridge running north from Red Mountain. A sheltered camp site is there. It's doubtful if there are any fish in the lake. From there one pulls a long, shaded grade, winding up to a saddle from which the trail leads up to the abandoned and weather wrecked Chetco Peak lookout. This post sits at better than 4,600 feet and the road is at a little better than 4,000 elevation. The next stopping place was on a saddle where one takes off for Limber Camp.

Here on a high, sharp ridge,

one can look down on the headwaters of three streams. To the northeast the crooked run into the main fork of the Chetco. To the southwest is the headwaters of Baldface Creek and the North Fork of the Smith, and off to the east the streamlets go to make up Rough and Ready Creek a tributary of the Illinois-Rogue system. And, just a little beyond, on this same ridge runs the Hawks Rest trail toward Canyon Peak and thence in to Selma.

Just a little past this point, on a crazy, raising turn, one can look over the rim into the gem-like Rough and Ready twin lakes, spring fed, bordered by small meadows lush with Darlingtonia, and said to be tolerable fishing if anyone hungry or hardy enough cared to drop down, say, five or six hundred feet to "wet a line!"

The road does not go through Franz Meadows but there's a sign advising they're a bit off to the right, just beyond Mud Springs. This Mud Springs place is a mighty fine camp ground, complete with campers' fireplace and a boxed in, cold spring. From

here on, quite a bit on assorted boulders, one skirts Buckskin Peak and gets into scattered timber and pretty good timber at that, fir and pine and cedar, some of which is, undoubtedly, "conk". For a few miles, despite the evidence of considerable use by loggers and miners, the road is rougher'n all get out and sluiced with washes until dropping down a gentle grade to the Smith River-O'Brien Road on the west slope of Oregon Mountain where the signboard allows as how it's 13 miles to 199.

Very little wild life—not even many birds—were seen on the trip, nor any signs of them except does and fawns at the extreme ends of the route. Very, very few pigeons were seen.

But, up on a wild stretch between the twin lakes and Mud Springs two greying dogs stood, barking, in the trail and a little beyond we saw some brush stirring. Out from a bed roll came a

real character, introducing himself as—Webb, whose home was at Elk Creek. Mr. Webb, who wasn't a day under 75, was very scantily clad, told us he'd come out by hired jeep, leaving O'Brien at 4 that morning, and was seeking the mother lode of platinum which had shown further down Rough and Ready, platinum being now at \$110 an ounce. Asked if his was a dry camp he said he'd had to go down about a mile below his camp for water, and figured on moving camp down next day. Years ago, before use was found for it, platinum was discarded as a nuisance by the old gold panners.

Again, in summing up the trip, no one should attempt it without deep and serious contemplation that one is venturing into a truly rough country. Second point is "guessing" that less than a month's work with an angle-bladed cat and possibly half a

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Now you Know!

The answers to everyday insurance problems*

By Charles Grayshel

Believing wholeheartedly in the philosophy that you have to "give" before you can "get" and believing also that in these days of complexities most people will be really interested in reading the solutions to their own and their neighbors' everyday insurance problems, we decided to try something a little different. Beginning next week this advertising space will be devoted each week to a column of questions and answers on insurance problems which are common in the lives of all of us.

Frankly, this column will be in itself a form of advertising but the offer to answer your insurance questions without charge or obligation is genuine and has no strings attached. We'll really appreciate an opportunity to be of service to you.

* If you'll address your own insurance questions to this office, we'll try to give you the correct answers and there will be no charge or obligation of any kind.

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