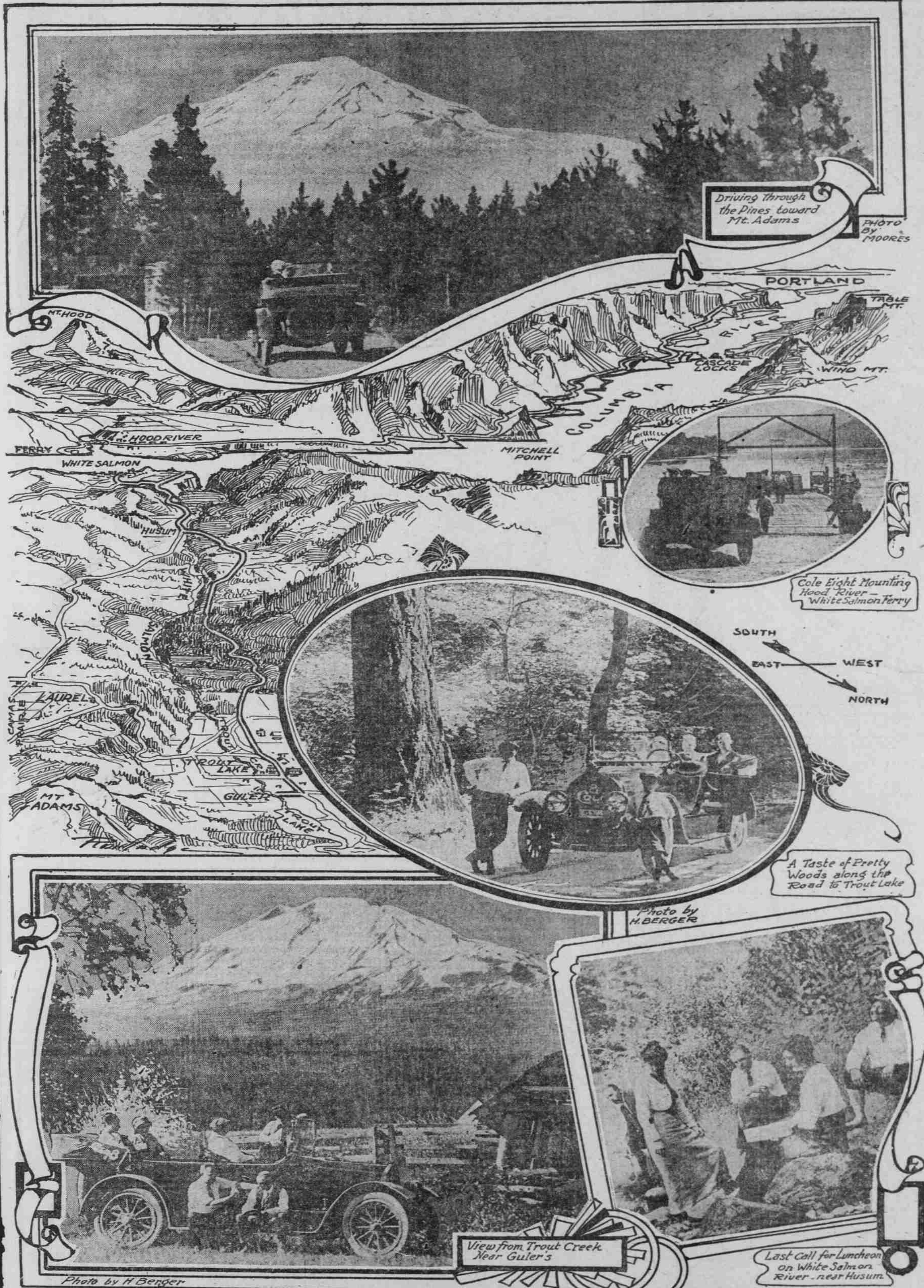


WONDERS ABOUND ON TRIP MADE TO MOUNT ADAMS BY PARTY OF PATHFINDERS THAT ESTABLISHED THREE RECORDS IN DAY

Roads Are Found Fine Everywhere, With Ample Accommodations Along Way for Motorists—Total Running Time for 203-Mile Round Trip Is Estimated at 16 Hours and 50 Minutes—Color Photographs Taken of Awe-Inspiring Scenes Along Path.



Driving Through the Pines toward Mt. Adams
PHOTO BY MOORES

Cole Eight Mounting Hood River—White Salmon Ferry

A Taste of Pretty Woods along the Road to Trout Lake

Photo by H. BERGER

View from Trout Creek Near Guler's

Last Call for Luncheon on White Salmon River—near Husum.

BY CHESTER A. MOORES.
 DID you know that it is possible to drive an automobile from Portland to the base of Mount Adams and back easily within the space of a single day?
 An official Oregonian pathfinder party last Sunday demonstrated that such a round trip is not only possible, but entirely reasonable, even for the "thinnest skinned mollycoddle" referred to Monday by Theodore Roosevelt.

The car acting as pathfinder last week was a Cole eight, piloted by Charles M. Menzies, sales manager of the Northwest Auto Company, distributors for the Cole, Reo and Chevrolet in this territory. The remaining six seats in the Cole were occupied by Mrs. Menzies, 8-year-old Donald Menzies, Henry Berger, Jr., Fred A. Houtledge, and the writer and his wife.

The fact that a car loaded with seven people, including two women and a small boy, could make the round trip of more than 200 miles to Mount Adams in considerably less than a day of leisurely driving, and could break three records at the same time, proves conclusively that the trip is by no means foolhardy.

Columbia River Route Taken.
 The trip was made over the Columbia River Highway as far as Hood River, where we took the ferry Panama across to the Washington side of the river below White Salmon. Then we traveled for 27 miles over the finest sort of roads through the White Salmon River and Trout Lake valleys to the towns of Trout Lake and Guler, which are to Mount Adams what Government Camp is to Mount Hood.

When we stepped up to the solitary soft drink fountain at Guler for thirst quenchers we were surprised to learn that our Cole eight was the first car to arrive from Portland this year, the first car to reach that section via the Columbia River Highway, and that if we reached home again that night we would be the first party to complete the round trip from Portland to Mount Adams within one day.

After recounting all the wonders of the trip and the ease with which it was made, these announcements compelled spontaneous gasps. But, upon further questioning, we learned from the Guler authorities that comparatively few, perhaps a dozen Portland automobiles, had ever been driven to Trout Lake and that until the completion of the Columbia River Highway this year it was necessary for the few pioneers of the trip to ship their cars to Hood River before ferrying across, unless they chose to go by some circuitous route.

The writer will confess that he had never dreamed of motoring to Mount Adams until 10 days ago, and he will venture the guess that not one Portland in a thousand realized that such a trip was available. But now that the trip has been discovered it is probable that it will be enjoyed by Portlanders and other Oregonians frequently throughout the automobile touring season.

The trip to Mount Adams not only affords travel along the wonderful Columbia River Highway to Hood River, but it offers 27 miles of touring over matchless mountain road through scenic country to the base of a beautiful snow-capped mountain that is said to have the largest living glacier in the world. And the greatest attraction of all, perhaps, are the ice caves and lava caves located northwest of Trout Lake.

The highway from Bridal Veil and Cascade Locks, and this stretch is by no means unsatisfactory, except that its roughness enforces slow travel. Men were at work with scrapers in several places and they certainly made great improvement.

The highway from Bridal Veil is in much better condition and from Cascade Locks to Hood River is in fine condition. When motorists start out on the Columbia River Highway and find a few rough stretches they should not turn around in discouragement, for the road becomes better and better as the ascent is made to Hood River. And in case anyone wants to complete the trip to The Dalles, they will find fine roads connecting Hood River with that city.

We arrived at Hood River at 11:40 and our speedometer registered 71 miles. Our elapsed time for this leg of the trip was 4 hours, but deducting time for picture taking and other incidental stops our running schedule was approximately 3½ hours.

Leaving Hood River we took the bridge that leads to The Dalles, but turned to the left immediately after

crossing it. From the end of the bridge it is less than a mile to the ferry landing. The charge for ferrying a machine across the Columbia to White Salmon is \$1.25 for the car and its driver for a single trip and \$2.00 for the round trip. A charge of 25 cents is made for each extra passenger. Tourists will not encounter a lengthy delay at the ferry, as the ferry, named the Panama, is large enough to handle five large autos or eight smaller ones on each trip. It requires 12 or 15 minutes to make the trip across the water, and, in case the ferry is landed on the opposite side of the river, a flag signal will summon either of the ferrymen, O. C. Dean and A. J. Shapler, at any time between sunup and sundown.

After leaving the ferry on the Washington side, instead of going up the hill through White Salmon, we turned to the left and pulled up over the old Cooks grade, amounts to a fairly busy performance, but the commanding view of Hood River, Hood River Valley and Mount Hood on the Oregon side of the

(Continued on Page 6.)

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