

MOTORISTS SOON CAN DRIVE TO LOST LAKE

Hood River County and Forest Service Building Road.

LAKE LONG UNDISCOVERED

Dr. T. L. Elliot and E. L. Smith in the Party That Found and Gave It Name in 1880.

BY THOMAS D. THOMSON.

HOOD RIVER, Or., July 12.—(Special)—Old Mother Earth has ever been fond of tucking away in inaccessible quarters her most beautiful jewels.

For many years in their development of the valleys of promise before explorers glimpsed this comparatively small triangular-shaped body of water. Its remoteness and inaccessibility gave to Lost Lake, soon to be added now to the list of scenic attractions available to motorists touring the mid-Columbia Cascades, its name.

Lost lake, so far as the chronicles of local pioneer historians record, was first seen by white men from the summit of Mount Hood. Headed by John Divers, pioneer explorer, a party scaled Hood in the early '80s. On their return to Hood River valley they brought sighting two beautiful small lakes off to the west of the summit. One of these, known today as Bull Run, furnishes Portland with a supply of pure water. The other is Lost lake.

Succeeding parties, reaching the top of Mount Hood, continued to bring in the story of the beautiful little emerald lakes. But nearly a quarter of a century elapsed before white men set their feet on the shores of the lake and caught from its depths game trout.

Two or three early-day trappers visited the lake in the late '70s. Dr. T. L. Elliot and his two brothers, Christopher and Edward; J. H. Ferguson, Professor L. F. Henderson, Lyman Smith and his son William, Newton Clark, M. D. Odell, J. T. Hudson and E. L. Smith, set out from here to find the lakelets. Mr. Smith says that Dr. Elliot, now pastor emeritus of the First Unitarian church in Portland, was first to suggest that the beautiful body of water be formally known as Lost lake.

"But," declares Mr. Smith, "the circumstances of our early adventure really led to the christening. We expected to reach the lake on the third afternoon out from town. But we made a mistake and on reaching the spur of a range on the headwaters of the west fork of Hood river, we turned to the left instead of the right.

The sky was filled with the smoke of a malarious haze. We were lost. But around the campfire that night, joking over the matter, we all agreed that it was not ourselves but the lake that was lost.

"The next day we did some of the most strenuous hiking over rough ranges and through tangled forest underbrush I have ever experienced. We reached the top of a range, but on every side the smoky haze obscured our vision. We were on the point of giving up, when some member of the party, looking down in the depression to the west, exclaimed:

"Look, that isn't smoke, it's water shimmering!" "Sure enough it was. We were right atop of the lake, less than half a mile away. Down we rushed. Some of us were thirsty. We drank from its cool waters, changed from blue to crystal clearness on closer approach. And there, on our fourth night out, we pitched our camp. Halibut, when he discovered the Pacific, was no happier than we."

Like all denizens of such waters, the trout of Lost lake have their peculiarities. It takes a fisherman to learn their ways, but a catch of them is worth the expenditure of much time.

"Of course the first thing I did after setting out was to begin fishing. But our efforts were in vain. We came to the conclusion that reports of trout taken from the lake were erroneous. During the afternoon, however, we came to the inlet, where the water bubbled and rippled the surface. I knew if any fish are there we would get them at sunset.

"Professor Henderson and I set about building a raft. When we had finished we pushed off into the lake. I had fished in it and never have I experienced more enjoyable fishing. I believe we were happier than Halibut. History doesn't record that for supper after he had discovered the Pacific."

Since the days of its discovery comparatively few persons have looked across the surface of Lost lake at the gigantic peak of Mount Hood. The mountain from the northwest shore of the lake on a clear day, when the haze has died, and the lake makes a beautiful natural mirror, seems more massive than from other viewpoints. And every man and woman who has penetrated the 20-mile drive to the shore of Hood River has returned to tell of its wondrous beauty. For years these few have boasted of the charm of Lost lake.

About 12 years ago the commercial club here raised a subscription and a rough wagon road was cut through the forests to the shores of the lake. But in those days the road was a mere suggestion rather than the rule, and the journey by wagon and team through the forest area was long and tedious. And trips to Lost lake were limited to hardy and enthusiastic vacationists.

Wind storms felled trees across the old road, never much more than a trail. Winter storms freshened the cuts. For years the original way has been abandoned, and travel to and from the lake has been by foot or horseback.

BEAUTIFUL LOST LAKE REGION SOON TO BE OPENED TO MOTORISTS.



Above—Here's a view of the new road to Lost Lake being built by Hood River county and forest service. Below—Mount Hood from Lost Lake.

ment, whose crews will build six miles of the way through the national forest. The county fund, too, has been augmented by more than \$600 raised through private subscriptions fostered by the game club.

The new Lost lake road is now under construction. County Commissioner Hanson, who has ever been a consistent booster for the road, has personal supervision of the men engaged. He and his crew are steadily working their way through four miles of forest, leaving behind them a well-graded road 16 feet wide.

While the old Lost lake road was steep and crooked, the new road will in no place have a grade to exceed 7 per cent. Forestry crews, some of whose construction work, it is said, will be more difficult than that of the county undertaking, will start at the edge of the national forest and build this summer and fall directly to the lake's shore.

By next summer Oregon motorists and their visitors may journey to a lake as entrancing as any loch set to song by Scottish bards, with a view of Mount Hood like the "kiss-up" of a movie. The early completion of the Lost lake road will be a direct result of the opening of the Columbia river highway and a proof that construction of trunk-line highways leads inevitably to development of lesser side roads.

Lacking the stimulus created by the influx of scores of motorists daily, many of them seeking an appealing camping ground, local citizens might have let years elapse before a motor road reached Lost lake. Eventually the Lost lake road will probably be extended through Lolo pass to the highway leading up the Sandy river from Portland to Government camp, and thus a shorter loop than that being projected around the east base of Mount Hood will tempt the motorist.

Lost lake will become to the Hood River valley what Crater lake is to the Rogue. It will not only attract the motorist out for a day, but camping parties will spend weeks in the forest retreats. The surrounding country may be best seen by the camper. Scores of side trips offer tempting day's hikes. Boucher Knife mountain or ridge looms to the east of the lake. It got its name from the discovery by Jake Lenz and Pete Odell several years ago of an old rusted butcher knife on its summit. The knife was probably lost by some hunter.

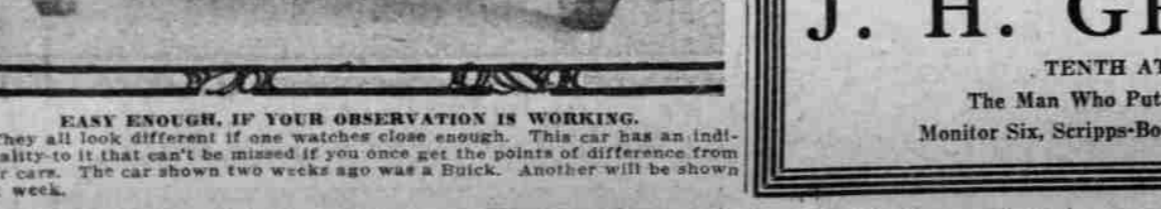
From the top of this ridge, when the weather is clear, one may see the top of Mount Jefferson looming on the horizon to the south of Hood. Lost lake, of emerald quiet, if a calm prevails, or sparkling like a diamond if the wind ripples its surface, is below you on the west, and across its surface rises Huckleberry mountain, where a zigzag trail forms a letter "N" on its precipitous sides. Huckleberry bushes grow in an area of more than 100 acres here, and the fruit, ripening in the autumn sunshine, in past years has drawn hundreds of Indians from all parts of the mid-Columbia. Whites have brought hundreds of gallons of the luscious fruit from Huckleberry mountain for canning. Off to the far east the Blue mountains may be seen, and in the ravine that dips into the forest runs a silvery thread that is the west fork.

Lost lake is no longer lost. By next summer it will be available to every motorist who may wish day of delightful outing. The Oregon Cascades will be ready to display another of her scenic jewels, one of the most beautiful she possesses.

It often happens that in vulcanizing a tube, particularly in the open air, the rubber is burned. This may be obviated by making a collar about four inches high to fit around the vulcanizer, using wire gauze or several thicknesses of ordinary wire mosquito netting, fastened together with a couple of rivets or a wire run through. This should be placed over the vulcanizer just before lighting the gasoline.

Do not rub the mud off the body with a rag. Wash with a hose without directing the force of the stream onto the finely polished surface.

NO. 13—CAN YOU IDENTIFY THIS CAR?



EASY ENOUGH, IF YOUR OBSERVATION IS WORKING. They all look different if one watches close enough. This car has an individuality to it that can't be missed if you once get the points of difference from other cars. The car shown two weeks ago was a Buick. Another will be shown next week.

FORD CAR EVER PRESENT

NEARLY HALF OF AUTOS OPERATED ARE FLYVERS.

Out of 6,225,000 Cars on American Roads, Total of Fords in Use Is 3,000,000.

Road Information.

THIS road information for motorists, campers and sportsmen is compiled from data furnished by the field men of the forest service.

Western Oregon. Willamette—The road is open between Eugene and Riddle for cars and across summit for wagons; in fair condition. McKenzie Highway—Open between Eugene and summit in good condition to Blue river and fair from Blue river to summit. Cars can now get over the pass, but road is not in the best of condition.

Medford-Klamath Falls—This road is open entire length and in fair condition. Cars can now get to Crater lake. Crescent City-Gold Beach—Open in good condition. Crescent City to Brookings; in permanent summer condition. Grants Pass-Crescent City—Open entire length and in good condition.

Santiam wagon road—Open between Foster and the summit of the Cascades and in fair condition. Several wagons have made passage over this route; no automobiles are reported as crossing the summit. Waldport-Aleas—Open entire route and in passable condition for summer travel. The road south from Waldport via Tabata and Camp Perpetua to Ten-Mile creek is open and in permanent summer condition.

Anna Creek—Open and in fair condition. Eugene-Florence—Open entire route for summer travel, but in poor condition. In many places the roadbed is rough and narrow, with many sharp turns, and is only for experienced drivers. Riddle-Tiller—Open and in good condition for entire length. A Douglas county crew is cutting down some of the worst grades between Canyonville and Tiller.

Cottage Grove-Distinct—Open and in good condition between Cottage Grove and the Fusion ranch; closed to autos between this point and Bohemia, no detours possible; wagons can get over this road. Pacific Highway—Open and in excellent condition except where construction is in progress between Medford and Riddle. Paying is going on between Grants Pass and Rogue river, making a detour over a rough road on the north side of the river.

Three Rivers-Tillamook—Open between Willamina and Tillamook. Very rough for six miles through the Grand Rond Indian reservation, where it is practically impassable for several days after heavy rains. Construction work in progress through Grand Rond and between Dalph and Hebo. Detour down Little Neustuck. Bandon-Gold Beach—Open and passable for light cars entire length.

Eastern Oregon. Sparta-East Eagle—Open and in permanent summer condition for entire route. Mitchell-Dayville—Open and in good condition for auto travel entire length; should remain so until heavy fall rains set in.

spent July 7 and 8 on the new portion of the highway, and reports that there is no cause for tire trouble. There are a few stretches of new work not yet gravelled, but by slowing down a trifle over them no injury to tires will result.

There has not been a single case of tire trouble reported at either of the White Salmon garages by cars coming off this run. Many cars are making this run daily.

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ESSEX MOTOR CARS logo and brand name.

Essex Popularity Grows Hailed as a New Leader

Note Their Increasing Number on the Streets

And they have long wanted a light car that they would not have to apologize for because of its appearance. So their expression, "That is THE Light Car," describes their feelings concerning the Essex.

When Can I Get an Essex? That is the question all are asking. Thousands of course have already been shipped. They are going out from the factory in increasing numbers every day.

It is not a question of selling the Essex during the next several months. The question will be "Who will get them?" If you are to be an Essex owner you must not delay ordering. Everyone who knows the Essex is enthusiastic for it. All are talking about it. You can understand something of Essex popularity if you will listen to what motorists are saying. Ask any owner. If you haven't ridden in an Essex there is a pleasant experience in store for you.

C. L. Boss Automobile Co. 615-617 Washington St.

GRANT truck advertisement with image of the truck and text: Details make perfection but perfection is no detail.

Viewed from the angle of detailed perfection the Grant truck is today's perfect motor truck. Not a detail has been overlooked in construction. And the equipment is the most complete ever furnished with a motor truck.

Electric starter—electric generator—storage battery—electric lights, front and rear, and spotlight are all furnished. And the equipment includes driver's seat—cowl with instrument board, fenders (front), speedometer, oil gauge, ammeter, Boyce Motor-vacuum gasoline feed, rain-vision ventilating windshield, hand tone horn and complete tool equipment.

Prices are much lower than you'd expect for Grant quality and completeness. 1800 pounds, with express body, ready for the road, \$1125. 1 1/2 tons completely equipped chassis, \$1885. 2 tons completely equipped chassis, \$2150 f. o. b. Cleveland.

MANLEY AUTO CO. A. B. Manley, President. Eleventh and Oak at Burnside. Phone Broadway 217. C. M. Menzies, Manager.

Carlisle Tires Insulated Rope Strands advertisement with image of a tire and text: It is apparent in the general appearance of the car; its very lines denote strength. It is more than making good. Investigate. J. H. GRAHAM TENTH AT STARK. The Man Who Put Serve in Service Monitor Six, Scripps-Booth Six, Denby Trucks.