

GOOSE LAKE REGION
SIGHT STOREHOUSE
Wonderful Country Abounds
In Natural Attractions.
RANGERS ARE GREAT AID

Trip to Isolated Recesses of Columbia National Forest Alluring to Angler.

(Note—The region in Washington to the south and west of Mount Adams forms one of the most interesting portions of the entire Cascade range, and one becoming increasingly popular with motorists. Despite difficult roads, a large number of motor parties penetrated during the past summer as far as Goose Lake, where they were met by W. E. Bates of White Salmon was a member of the party. Bates writes of his trip, which was made early in September.)

A recent motor trip to the famous Goose Lake region, in the Mount Adams district of the Columbia national forest, disclosed a wonderful country, and a sportsman's paradise, with plenty of diversion other than sport for those who do not care for it.

At Guler, Wash., our party stopped at district ranger headquarters for the entire Cascade range permit, and any useful information we could gain from the accommodating force of Uncle Sam's rangers who are accomplishing wonders for the government and the public who wish to find diversion in the wild and beautiful playground. At headquarters we were accompanied by H. M. White, deputy supervisor; Asher Ireland, district ranger, and H. A. Welby, assistant district ranger. The former exhibited a wonderful map of the national forest, which was very complete in detail, showing the many lookout stations and the 200 miles of telephone system. In the Mount Adams district this system comprises 100 miles of wire, enabling the ranger duty at headquarters to get in instant touch with the different lookouts stationed throughout the forest.

Rangers Have Glass House. On the west side of the summit of beautiful Mount Adams, as seen from a cleft. Between this and the jumping-off place the lookout station is located. The building is 12x14 feet and is constructed mostly of glass, along the lines of an observation tower, which, in fact, it is. In this wonder house this summer could be found Adolph Smith and Arthur Jones, rangers, who spent part of each summer on their lofty perch. These men make periodical descents to civilization, but the duty of the ranger is constantly on duty, during the summer season.

The lookout station is equipped with land telephone service, the many miles of wire and other equipment being packed to the summit, a part of the distance being covered in sleds. The duty of the ranger in the construction of the station was transported in the same manner, and goes to show what courage and perseverance can accomplish. On clear day the summit station can be discerned with good field glasses from Trout Lake.

Improvements Are Detailed. Deputy Supervisor White went into detail, explaining the road and trail improvement work which has been accomplished in the forest reserve, all completed work being shown on the large government map at the Guler headquarters. This summer large crews of men were kept engaged in road construction work in the Goose Lake region, and seven miles of the new road to Larson creek has been completed. Extensive improvement work was also being done at the headquarters station at Guler.

While at Goose lake, an interview with Martin Speda, an educated and good-natured Klickitat Indian, who normally resides at the Dalles, who now claims Bingen, Wash., as his home, disclosed the fact that, as far as the Indians are concerned, it is believed that the hot springs and casino tracks imbedded in the lava rock on the shore of Goose lake and seen by nearly all who have visited that place are bona fide. It is appearing that a human being had jumped from a boat or raft into the lava and had fallen back into the water and perished.

Indians are very superstitious in regard to these tracks, together with many others which abound in this wonderful region; some of which are well-defined bear and coyote tracks in the lava formation. The imprints of what Speda believes to be maple leaves are in evidence.

Wild Stories Are Told. The Indian first visited the region which he calls Bingen, and his grandmother, who is still living at Bingen, has many wild tales to tell of this wonderful region. It is still a veritable sportsman's paradise, but from what these good Indians have to impart, it was more than this in the early days. The lake, which is very deep in places, teems with trout—mostly the big ones that put up a fight and delight the heart of the angler.

Many years ago Mordcael Jones, an Englishman, who owned orchard property in the Husum district, stocked the lake with eastern speckled trout. It was the writer's good fortune to land an 18-inch specimen while trolling with 75 feet of line and a special spinner. At the opening of the season, and up to the middle of August it was possible to get the limit in a short time, but during our visit the fish were not biting freely. As Speda said, "No hungry now; plenty eats. No bite."

Trout Leap Out of Water. During the morning and evening hours it was a sight well worth seeing to watch the trout, many of which were huge, jump clear out of the water while feeding upon bugs. The water is very clear and at times the fish swarm around the boat and tantalize the angler.

It was our good fortune to find a beautiful camp site on the island which covers an area of about four acres, in the center of which is located a deep depression which resembles a crater. This is about 150 feet in circumference and water is constantly washing through the cave-like formations. In driving the stake for our temporary abode it was found that the earth gave a hollow sound, which proves, beyond a doubt, that vast caves exist throughout the district.

air, also a temperature of 30 in the shade. When we reached the exit, we eyed askance the ladder we had to climb to get out. This consisted of three-small-sized and none too robust trees, interlaced and resting upon the bank above with a few branches for a foothold.

As our time was limited we did not explore the more extensive cave, which, it is stated, has many thrills to offer the seeker of adventure in this region of grotesque lava formations.

The forest rangers have no explanation to offer in regard to the hand and foot impressions imbedded in the lava rock on the shore of Goose lake, other than that they probably were "chiseled there by some white man many years ago."

Many Autos Make Trip. Although there was considerable bad road on the Goose lake highway this summer, many automobiles reached its shores during the season, and with the road work now progressing so rapidly it is expected that by October, barring heavy fall rains, it will be possible for the motorist bent on recreation of an unusual order to reach this wonderful land in comfort, and without mishap.

The Trout lake road from Husum is not in any too good shape, the greater part of the road being very rough and the dust deep. By next summer vacationists can be assured of good roads clear through to the lake, and the trip will be well worth while.

ROAD TYPES ARE VARIED MATERIALS AND CLIMATE GOVERNING FACTORS. Government Bureau Reports Total of 462.5 Miles Completed in Oregon

WASHINGTON, D. C., Sept. 30.—Various types of federal aid roads are built in different sections of the country. According to the bureau of public roads of the United States department of agriculture, this variation is due largely to availability of materials, volume of traffic and climatic conditions.

The 18,293 miles of federal aid road completed on July 31 had been distributed among the eight major types of construction as follows: Graded and drained, 2528 miles; sand-clay, 2322 miles; gravel, 7013 miles; water-bound macadam, 456 miles; bituminous macadam, 654 miles; bituminous concrete, 693 miles; concrete, 3350 miles; and brick, 247 miles.

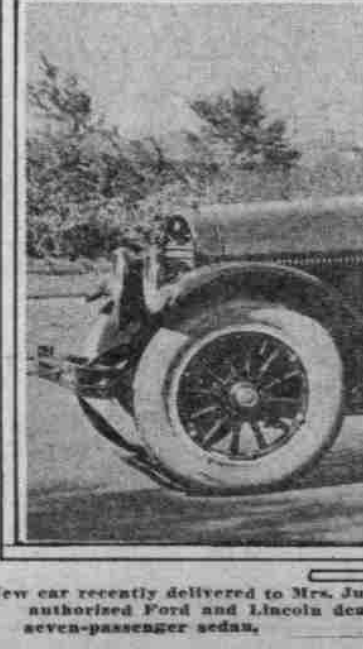
In the group of states composed of Washington, Oregon and California, the 11,252 miles completed has been distributed as follows: Graded and drained, 2484; gravel, 498.3; water-bound macadam, 25.6; bituminous concrete, 65.4; and concrete, 295.5. Bridges completed total 2.3 miles in length.

The total mileage completed in each state is as follows: Washington, 2541; Oregon, 462.5; and California, 345.3.

M'KENZIE CONTRACT DONE 18 Miles Over Summit Not to Be Finished Before 1924, However. EUGENE, Or., Sept. 30.—(Special.)—The Seimes-Carlson company during the past week finished the last stretch of the McKenzie river highway between Elberta River and the Belknap Springs road and this section, 12 miles long, is now almost as smooth as pavement. The equipment is now being transported to eastern Oregon, where this company has a contract.

Good progress is being made on the 16-mile section of the highway between the Belknap Springs road and a point east of the summit of Mt. Adams. It is estimated that this contract will not be completed until some time in 1924.

HANDSOME LINCOLN SEDAN PURCHASED BY PORTLAND WOMAN.



New car recently delivered to Mrs. Julia Holman, 59 Twenty-third street, by Allen-Goodsell Motor company, authorized Ford and Lincoln dealers. Mr. Reed, driver for Mrs. Holman, is at the wheel. The car is a seven-passenger sedan.

STUTZ COMES BACK WITH SAME DEALERS C. W. Osborne and C. D. McPhail Take Over Old Line.

SCHWAB NOW BIG CHIEF With Acquisition of Factory by Bethlehem Steel Head, Big Future Looms for Stutz.

After an absence from the Oregon territory for two years, the Stutz automobile is back in town. And an interesting feature of the announcement of its return is the fact that the same men are now handling it.

AUTO BRIDGE OVER COLUMBIA RIVER AT PASCO RAPIDLY BEING COMPLETED.



View of important structure which will span Columbia between Pasco and Kennewick, supplanting the old "current" ferries, which have handled automobile traffic across the river at that point. The bridge is expected to be open this fall, and Saturday, October 21, has been set as the date for dedication. A big programme in which road builders and boosters from all over the northwest will participate is being prepared. The photo was snapped by Ray Albee, sales manager for Mitchell, Lewis & Staver company, who made a run to Spokane recently in a Gardner "business" coupe.

rough and the dust deep. By next summer vacationists can be assured of good roads clear through to the lake, and the trip will be well worth while.

as had the Stutz agency here back from 1916 to 1920. Arrangements were closed last week with a representative of the Stutz factory whereby C. W. Osborne and C. D. McPhail, who formerly handled the Stutz under the name of the Autorest Motor Sales company, are taking over the car again. Mr. McPhail has resigned a position with the Oldfield Tire company, with which he has been connected since 1920, to return to his old connection with Mr. Osborne as Stutz dealers.

The remarkable feature of this combination is that all the old dealers, without exception, have again signed up to handle the Stutz car. In the old days the Stutz was a high-priced car. Today it is more in the popular-price class. It now sells under \$3900.

Charles M. Schwab, president of the Bethlehem Steel company, now has control of the Stutz company through his recent purchase of a majority of its stock for approximately \$2,000,000 from the trustee in bankruptcy of Allan A. Ryan, whose spectacular career in Wall street was due to his attempt to corner the stock of the Stutz company. Ryan's career, however, never in any way affected the Stutz factory, which has always been in A-1 condition.

Now comes Mr. Schwab with full control of the concern, to which he has announced that he will give his personal attention. It was the entry of Mr. Schwab into the company that decided Mr. McPhail and Mr. Osborne again to take up their old time, which for many years was an immense favorite in this territory. Mr. Osborne and Mr. McPhail will continue to make the headquarters of the Autorest Motor Sales company at the Autorest garage, Tenth and Salmon streets.

Welcome Bureau Formed. Plans for the formation of a welcome bureau for motor tourists and their visitors to Philadelphia are being undertaken by the Keystone Automobile club of that city. One

of the features to aid motorists will be the distribution of a packet of books containing useful information giving the visitor a fund of useful knowledge of the city and vicinity. The packet consists of a decorated envelope containing the following booklets: "Traffic Laws of Philadelphia and Pennsylvania," "Interesting Motor Trips in and Around Philadelphia," "Historical Shrines Near the Quaker City," "Hotel and Amusement Guide," and a shopping guide. The packet will be distributed under the auspices of the club in the various hotels, department stores, tourist bureaus and other convenient places. Members may secure a copy at the club offices.

SHORT-CUT HIGHWAY OPEN Motorists and Collegians Use New Road on East 28th Street.

The opening of the newly constructed Twenty-eighth street highway, which provides a short-cut to town from the Eastmoreland and Woodstock districts that is free from heavy traffic, has received the enthusiastic approval of motorists. None, however, are lauding the speedway more than the students of Reed college, whether or not they are motorists.

Skirting the campus of the college as it does, the new road cuts seven minutes off the best previous

records made over other routes for the trip from town. Most enthusiastic among the boosters for the short-cut is Aden Jones, a sophomore, and possessor of a Ford speedster. Jones, who is a clerk in the Reed co-operative store, boasts that he now leaves the breakfast table 50 minutes later than of yore, stops to purchase commodities on his way and still manages to open the store on schedule time.

Truck Sales Are Large AUGUST SELLING IN CALIFORNIA IS RECORD. Northern and Southern Sections Take Equal Number of Commercial Vehicles.

SAN FRANCISCO, Sept. 30.—The motor truck industry in August had its largest single month of sales in California automotive business, according to figures just released in the September issue of Motor Registration News.

There were 1556 commercial motor vehicles to find their way into various mercantile channels in this state, a total that was greater by 12 than the number registered in May of this year, the former high month.

An odd coincidence in the comparisons between the northern and southern sections is that each division of the state sold an equal number, 778. As a general rule the north sells more trucks than the south, a condition that is contrary to passenger car business, in which class the south's margin over the north is a wide one.

Los Angeles county is well in front with 749 new trucks, according to Motor Registration News tabulations; San Francisco in second with 218; Alameda county third, with 123; Fresno county, fourth, with 90; Sonoma county is fifth, with 60, and San Joaquin county is sixth, with 49.

Chicago Leads Motor Equipment. Seven cities in the United States have equipment in their local postal service of over 100 motor trucks. Chicago leads with 421. The others are: New York 315, Brooklyn (in greater New York) but having a separate postoffice) 125, Boston 133, Philadelphia 193, Washington 111, St. Louis 193.

Parking at Night. When an automobile is parked at night, no one but the owner is responsible for materials left in it, especially if it is an open car. Any contents that might be easily stolen

HUDSON

Its New Motor

Averages better than 16 Miles to the Gallon

Hudson Owners Write Us—

We have tried out our new Hudson automobile a number of times on highway trips and on different drives. On these trips we have made eighteen miles to the gallon of gasoline. We are very much pleased with our new car.

Yours truly,
ABE TICHNER.

Each year for the last four years we have bought a Hudson Super Six, and they have always given us the greatest satisfaction, as they receive the hardest kind of wear in our business.

We wish you to know that the Hudson we bought on August 1, last, is costing less to operate than any we have had, as we are getting better than 16 miles to a gallon of gas. We are glad to say that we think the Hudson cannot be excelled by any car in its class.

Yours truly,
PHILIP SUETTER.

Last August I purchased the late model Hudson with the new motor, taring in my old car which I had driven twenty-eight thousand miles, the car giving wonderful service. I am writing this letter to let you know how delighted I am with the new motor; its performance is perfect, but what interests me most is the low consumption of gas and oil. I am getting better than seven hundred miles to the quart of lubricating oil, city driving approximately fourteen miles to the gallon of gasoline. A few days after I had purchased the new car I drove from Portland to Seaside and returned my gas mileage being seventeen miles to the gallon, and on a trip to the Deschutes river and return last week I made the phenomenal average of sixteen miles to the gallon of gasoline.

Thinking that these facts may be of interest to you, and thanking you for many courtesies, I am

Very truly yours,
A. E. WELLINGTON.

This is to certify that I have driven a Hudson Coach, Oregon license 192,519, 3500 miles and the gas average for this mileage was slightly better than seventeen miles to the gallon.

Yours truly,
CHAS. W. BAUM.

The Hudson Speedster I purchased from you this last spring is giving me perfect satisfaction. However, I have not run it for enough to break it in. I am getting seventeen miles to the gallon of gas now, but when it gets loosened up more I ought to get twenty at least.

Yours truly,
J. M. HILBREY.

You will be pleased to hear that the Hudson Coach I bought from you this July has given me absolute satisfaction so far.

I find that in addition to being an easy riding and speedy car, it is also an economical car in the consumption of gasoline. I figure that I am getting on an average of eighteen miles per gallon, which I consider very good for a car of this weight and size.

Yours very truly,
J. ALANSON.

Regarding your inquiry as to what performance I am getting on the new Hudson motor, I am pleased to say we made a trip of over four thousand miles with it and never had an instant's trouble, and averaged better than sixteen miles to a gallon of gasoline.

Very truly yours,
JOHN NOCE.

In the matter of the gas and mileage we are securing on new Hudson Coach, which we just purchased from you a couple of months ago, would say that we have kept very accurate record of same and find it very satisfactory.

The motor is sold as a general thing we would carry the set on the dash pretty well over to rich mixture, but after the car gets well under way and, for instance, when we are on a trip out in the country, after the motor is warmed up, we regulate for the leanest mixture we can get and we have gotten as high as eighteen miles on a gallon on a 100-mile trip at an average speed of twenty-five miles per hour.

Respectfully yours,
W. A. BUNWELL.

At the request of Mr. Montgomery regarding the mileage I am getting from my Hudson Coach, I submit the following figures:

On September 22 I made the trip from Portland to Long Beach, Wash., and return, a distance of 285 miles, consuming 18 gallons of gasoline.

Yours truly,
H. F. PUAREA.

Referring to your inquiry concerning the new Hudson Coach I purchased from you last May, Mrs. Ertz has driven the car 2200 miles and it has given us every satisfaction and comfort, and we are much pleased with its operation. As to gasoline, we averaged about sixteen miles to the gallon on a recent trip covering 300 miles.

Yours truly,
CHARLES W. HERTZ.

Probably you will be interested to know the mileage we have obtained from the new Hudson Speedster, purchased from you last May. We have run this car nearly 10,000 miles during this short period, over all kinds of roads, in the purchase of green fruit, and have kept close account of the amount of gasoline used and the car has averaged about seventeen miles to the gallon.

In every other respect this car has given complete satisfaction, and we take pleasure in recommending its achievements to our many friends.

Very truly yours,
L. M. STARR, Pres.

I recently returned from a trip covering 1048 miles through eastern and southern Oregon with new Hudson Sedan heavily loaded and the machine made fifteen miles per gallon of gasoline. I crossed the Cascade range twice on the trip and climbed up 4000 feet to the Josephine caves. I added no oil to the crankcase during the entire trip.

Very respectfully,
CHAS. E. RUNYON.

Our Hudson Coach, bought in June, has been a great delight to us from the beginning, especially when figuring the cost of upkeep, which has been nil so far, except for gas and oil, which is utilized in the new type engine to highest efficiency. After several tests gasoline has given better than sixteen miles per gallon.

DR. J. L. LOOMIS.

I wish to say that I have had my new Hudson Coach three weeks today and we are delighted with it. It is the easiest driving car I have ever owned and I am getting fifteen miles to the gallon and expect to get more.

Respectfully,
DILLEN ROGERS.

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Touring, 7-Passenger, \$1895
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- 1920 FORD SEDAN
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