Nine-Hour Cruise on Lake Chelan Delights Oregonian Motorloggers

The following is a condensation of a motorlog appearing in the July 15 issue of The Oregonian's Sunday Magazine section. It is one of an annual series of motorlogs sponsored jointly by The Oregonian and the Oregon State Motor association.

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(Photo by Author)

A 700-mile drive to take a boat ride seems, at first glance, incongruous. But when the boat ride is the 120-mile cruise to the head of Lake Chelan and return, the trip is entirely understandable.

Lake Chelan is a beautiful body of fresh water in the foothills of the Cascades in northeastern Washington. It is fed by small streams and waterfalls tumbling down from a range of snowcapped mountains rising 8000 and 9000 feet on either shore.

It is a truly "Believe It Or Not" lake, for the surface of its clear blue water lies 1100 feet above sea level, and its depth is just under 1500 feet. This means it is actually both above and below sea level!

The lake drains into the Columbia river east of the town of Chelan through the Chelan river, reported to be the shortest river in the world. This tiny river drops in a cascade of falls through a narrow canyon to join the mighty Columbia below. A drive to this point, four miles from Chelan, is a must.

Glacier Created Lake

According to geologists, the bed of Lake Chelan was created by glacial action during the last ice age, when a great glacier moved from the present summit of the Cascade mountains toward the Columbia. In its move it gouged out one of the world's deepest canyons.

Then the glacier melted, leaving the lower end dammed up and making a narrow, mile-wide canyon plugged at both ends. In time, this canyon filled with water from the great watersheds which drain into the Stehekin river, which in turn empties into the extreme upper end of Lake Chelan.

Typical view seen from boat on nine-hour trip along Lake Chelan. Many visitors describe it as America's Switzerland.

The traveler reaches the lake at its southeasternmost end at the town of Chelan, named for the lake.

From Chelan a comfortable, small, diesel-powered boat leaves every morning during summer for the head of the lake, 55 miles away.

The nine-hour trip is varied by numerous stops, as the boat laces back and forth to pick up and leave passengers, freight and various bits of shopping the skipper has done for residents on the upper shores. They are dependent on the boat for all their supplies.

An hour's layover for lunch is made at the Golden West lodge at the upper end of the lake, called Stehekin.

The boat trip is spectacularly beautiful. A road on the east shore extends uplake some 25 leads to the little community of Manson. A road on the west shore extends up lake some 25 miles. Attractive permanent homes as well as summer cottages with green lawns running down to bathing areas and boat moorings on the lake front are numerous in this area.

But the ends of the highways bring wilder, more rugged scenery with greater distance between resorts. From 25 Mile Creek northward to Stehekin, regular visits of the boat are highlights in the lives of resort owners and their guests.

But resorters are not the only inhabitants of these wilder regions in the upper Cascades. There are numerous mining camps—forest and country roads out of Stehekin lead to several copper mines.

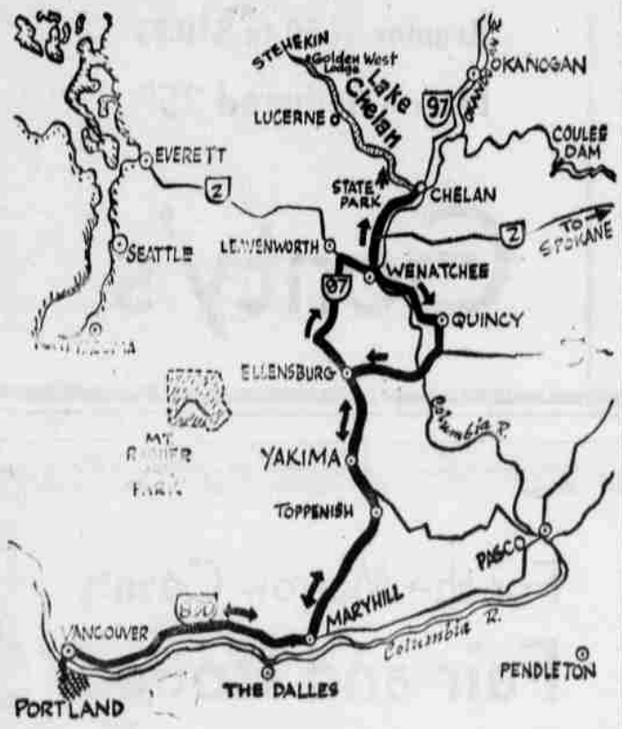
Chehan residents refer to the lake as "the Switzerland of America." And truly, with its waterfalls tumbling over sheer cliffs into the lake and perpetually snowcapped peaks rising ruggedly into the blue, the upper lake is not unlike Switzerland.

Luxuriant fruit orchards and grape arbors abound near Chelan itself.

Fishing Excellent

The whole area is a sportsman's paradise with excellent fishing and hunting in season.

The boat leaves Chelan every morning from June 16 to September 30 at 8:30 a. m. After October 1 it only runs to Stehekin on Sundays, Mondays, Wednesdays and Fridays, leaving at 9:10 a. m. The round trip is $5.50 per passenger.



Route taken by writer of accompanying article is shown above. Many other loop trips are possible to and from Chelan.

Lexington Man to Train in California

A. P. Hill Military Reservation, Va.—Private first class Floyd R. Breeding, son of Mr. and Mrs. Albert M. Breeding, Lexington, will leave next month for Camp Irwin, Calif., and five weeks training with the 43rd Winged Victory division's 143 tank batallion.

Pfc. Breeding, who has been assigned to the 143d division since last Novenber 6, is a tank crewman in the 143d.

At Camp Irwin the tankers will have a chance to fire and maneuver in some of the army's newest medium tanks. They will be tested under some trying weather conditions in the area, used as a training site in World War II.

The 43d division, a former Vermont Connecticut, Rhode Island National Guard outfit commanded by Major General Kenneth F. Cramer, is at A. P. Hill Military Reservation for six weeks field training. It is scheduled to take part in the joint army-air force exercise Southern Pine near Fort Bragg, N. C. in late August.

Hodge Opening Very Successful

Attendance at the opening last weekend of the new Frigidaire department of Hodge Chevrolet company taxed facilities to the utmost, stated Charles Hodge, owner of the new store. The crowds caused many women to miss the cooking school held at the store on the two opening days.

Hodge said that he regretted being unable to serve everyone who tried to attend the school, but that plans were being made to hold another schol in larger quarters in the near future.

Mrs. Floyd Adams and Mrs. Clive Huston went to Pasco, Washington Saturday and visited Mrs. Herman Parker, daughter of Mrs. Huston. Later they met Mr. and Mrs. John Roscoe and daughter Kathie Jean of Kellogg, Idaho. Kathie Jean will visit in Heppner with her grandmother, Mrs. Adams while her parents are on a vacation into Canada. Nancy Adams returned also from a vacation in Kellogg.

Rural Resident Asked to Adopt Safe Practices

For the state's farms to be safe places to live and work rural residents must think safety, declares F. E. Price, dean and director of agriculture at Oregon State college, who adds that July 22 to 28, is national farm safety week.

It is a good time for every farm person to adopt "safe farm practices" as a personal slogan, says Dean Price, who is state chairman of the farm safety week program.

Most common types of Oregon farm accidents, according to figures compiled by Jim Wiles of the state industrial accident commission, are falls and being struck by objects. The agencies usually associated with this type accident are working surfaces, hand tools and vehicles.

Although by no means all of the farm accidents which occur in the state are indicated in figures released by the state industrial accident commission, the summary is considered a good barometer of what is taking place.

Commission figures are confined to accidents covered by the workmen's compensation act. In 1950, there were about 11,000 agricultural accounts carried by the state industrial accident commission.

Last year, farm accidents reported to the commission totaled 2,224, just slightly fewer than were reported in 1949. Of this total, 1,474 represented "time loss" claims, 652 involved no absence from work. Four accidents were fatal.

There were 10 fatal farm accidents covered by the compensation law in 1945.

An encouraging note in the accident commission figures Dean Price explains is the fact that fatal accidents have tended to decline each year since 1945. Total accidents, meanwhile, have stayed approximately the same-about 2,000 annually.

Of 630 total accidents reported up to June 1 this year, there were no fatalities and the time loss mishaps totaled only 429. The busy harvest season, however, is when most accidents occur.

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