

GOOD ROADS MAKE TRIP TO SPIRIT LAKE EASY—BUT, BOY, IT USED TO BE TOUGH

This is one of a series of "motorlog" descriptions of journeys to interesting areas of the northwest, made by writers of the Oregonian in co-operation with the Oregon State Motor Association. The complete motorlog will appear in the Sunday Magazine of The Oregonian June 8.

BY RICHARD L. NEUBERGER
Special Writer, The Oregonian

When the American people think of the Pacific northwest they think of a place like Spirit Lake—a place with a great frosty mountain, blue water and steep evergreen hills. No traveler who goes there is ever disappointed. With its panorama of water, peak and sky, it satisfies all ideas of what the northwest should be.

Spirit lake has appeared in more railroad booklets, tourist folders and calendar covers than any other Pacific northwest scene. It has practically become a symbol of the region. Today you can drive to Spirit lake and see the spectacle in reality almost as easily as you look at it on the calendar which hangs above the kitchen stove.

A 67-mile drive north on U. S. 99 to the Washington town of Castle Rock is followed by a 46-mile journey up to the lake on a Washington state road.

Trip Once Difficult

Once upon a time the journey to Spirit lake was a far more difficult and hazardous undertaking.

At one time the road to Spirit lake would have worn down the constitution of a Rocky mountain goat. After traveling over it you were qualified for membership in the foreign legion or the Canadian mounted.

Making the trip in a recent AAA-Oregonian motorlog we speculated as to when the Green



The white AAA-motorlog car stops on the Spirit Lake road a mile and a half from the lake. From this point, the view of Mount St. Helens, rearing its frosty bulk, is spectacular.

Mountain loop would begin and we would have to get out and stride over ruts and wade in mud ankle-deep. Suddenly Mount St. Helens towered above us like a monstrous dish of vanilla ice cream. Through the trees we could see a swath of blue water. Where were we? Then all at once it dawned upon us that we were at Spirit lake, that the Green Mountain stretch was no more and that it is an easy drive to this pic-

turesque Pacific northwest spectacle.

The lake is in the Columbia national forest, on the north side of Mount St. Helens. Within five miles of the water's edge, timberline on the mountain straggles out into great slopes of ice and pumice. When the lake is limpid and smooth the vast peak is reflected in its surface.

Timberline Road Built

A road built by the United States forest service stretches from the lake to Timberline. Snowdrifts compelled us to walk the final mile, but by the time this motorlog appears the timberline road, according to Forest Guard Samuelson, will be accessible all the way. The road is narrow and winding, yet it is safe and can be negotiated in second gear. Trees guard the precipitous drops. No traveler will get dizzy.

There is plenty to do at Spirit lake, besides look at the magnificent scenery. Fishing is fair, boating and swimming are good. Once in a while wind off the mountain's stern slopes kicks the lake into a miniature English channel. Then rowboats and outboard motors receive an extra thrill, as waves break across the bow and spank against the planking. Trout live in the lake, but fishing is better in the white-fleeced Toutle river, which forms the outlet. Most anglers try the Toutle rather than Spirit lake itself.



This map shows directions to Spirit lake from Portland, a journey, once arduous, which can now be made in three hours.

OPM INCOMPETENT DECLARES PIERCE IN HOUSE ATTACK

More Competent Advisors Needed on Power, Metal Says U. S. Congressman.

Washington, June 10.—(AP)—The "proven incompetence of the Office of Production Management staff" seriously menaces the defense program, Rep. Pierce (D., Ore.) charged on the floor of the house.

He said more competent advisors were needed on power and metal production, and advocated formation of a joint congressional committee to keep in touch with defense activities. Of a power report by OPM's C. W. Kellogg, Pierce said: "Kellogg's carefully prepared and subtly calculated statement was certainly not intended to strengthen the national defense program, but . . . was framed to help the private utility holding companies."

Shortage Cited He said he was not familiar with the steel situation but cited a "dangerous shortage on which (OPM's) Gano Dunn made a widely publicized report showing that the needs had been definitely underestimated."

"Those who accept technical responsibilities in this tragic hour should be competent and trustworthy. I have not found this to be true in connection with power and aluminum anywhere in several governmental offices."

He praised army engineers, who listened to his advice on power, but he said to other officials his "importunities resembled only the proverbial voice crying in the wilderness."

"I demand to be informed why it is necessary to use coal and to make the people sacrifice necessities of life in order to locate great defense industries in sections in which there is a definite power shortage."

"I would like to be told why it is necessary to spend a million dollars of government money to build a Bonneville

transmission line in order to locate a pressingly needed aluminum plant with an eye to salvaging a real estate investment rather than for the purpose of rescuing our air program which is definitely in jeopardy."

Denied Power Need

A meeting in July, 1940, attended by Washington and Oregon congressmen and OPM advisers on power and metals was recalled.

"The congressional delegation pressed for the immediate utilization of the Columbia river power for the production of light metals," Pierce said.

"The OPM representatives countered with the statement that there were sufficient supplies of these metals and that there was no justification of further utilization of Bonneville power in their production."

"I so resented the neglectful and careless attitude of OPM advisers that I constantly brought it to the attention of the public and the house."

Beagle

Beagle, June 10.—(Sp)—Walter Foote and Zelma Thompson were married in Klamath Falls June 1. The whole community joins in wishing them happiness and prosperity through their married life.

Visitors at the Sanderson home June 1 were Mr. and Mrs. Lawrence Sanderson and children of Shady Cove; Mr. and Mrs. Lloyd Sanderson and son of Trail and Mrs. Melvin Martin and Donnie.

Congratulations are extended to Mr. and Mrs. Loring Martin on arrival of a fine baby girl born May 22. The little Miss was named Virginia Lee.

A shower was given at the home of Mrs. B. Bischoff, May 28, for Mrs. Loring Martin. She received many nice and useful gifts.

School closed May 23 with Dan Norton and Billy Lundy passing from the eighth grade. A program and picnic were enjoyed by a large number of patrons of the district and a basket dinner and ice cream topped off the day.

4-H Canning club, "The Patter Uppers," held their meeting at the home of Mr. and Mrs. Elmo Stallings Friday evening. Club officers this year are: President, Nedra Schulz; vice president and club reporter, Loretta Walker; secretary-treasurer, Ruby Schulz; yell leader, Cleo Bischoff; song leader, Claudine Stallings. Mrs. Thelma Martin is leader.

Mrs. Ruby Bellows and children visited her parents, Mr. and Mrs. Marion Bennett of Sams Valley, June 1.

DRIVER EXAMS AT CITY HALL DAILY; JUNE 30 DEADLINE

Daily for the remainder of June there will be a state examination on duty in council chambers on the top floor of city hall from 9 a. m. to 3 p. m. to examine applicants for licenses or permits to operate motor vehicles and to receive applications for the renewal of licenses, it was announced today by Ward McReynolds, district supervisor of the drivers' license division.

Mr. McReynolds said the daily service has been provided because of the "hearty response of Medford motorists to early examinations and early renewal of their drivers' licenses to avoid crowds and congestion toward the end of June." All driver licenses expire June 30 and must be renewed for the next two-year period. Mr. McReynolds reminded motorists. If a driver has become 70 years old since receiving his 1939-41 license, he must take an examination. Those not holding a current license must also be examined.

Mr. McReynolds suggested that as many as possible call at the office to take the examination or renew their licenses during week days as Saturdays are likely to be crowded from now on. Last Saturday 441 drivers were licensed through the Medford office and at times during the day cars were lined up bumper to bumper for two blocks. This waiting can be avoided if applicants will call at the office on week days, Mr. McReynolds emphasized.

M'NARY JOINS IN OBSTRUCTING BILL

Washington, June 10.—(AP)—Objections by Republican Leader McNary of Oregon and Senator LaFollette (Prog.-Wis.) blocked consideration in the senate today of legislation which would au-

thorize the government to take over defense plants tied up by strikes.

Under senate rules unanimous consent was required to consider the legislation before tomorrow. McNary said he objected because the legislative situation had been made "complete" by a variety of amendments offered. He said he believed the senators should be given time to study them before they began debate.

REVOLUTION SONS DINNER SATURDAY

Southern Oregon chapter, Sons of the American Revolution, will observe Bunker Hill day, Flag day and its own anniversary at a dinner-meeting in the Hotel Holland at 7 p. m. Saturday.

Members are invited to bring their wives. Reservations should be made by Friday noon by notifying the secretary, H. W. Hamilton, 212 West Main street, telephone 2968.

Because of the triple anniversary being observed, there will be a number of special honor guests, including Judge J. H. Hendrickson, president of the state society, and Frank S. Gannett, vice president general for the Pacific coast district of the national society, both of Portland. Niel R. Allen of Grants

Pass, president of the southern Oregon chapter, will preside. Arrangements committee is composed of Dr. Sherman L. Divine, Medford pastor and past president of the state society, and A. C. Hough of Grants Pass, past president of the southern Oregon chapter.

Weather
Northern California: Fair tonight and Wednesday; high day temperature over the interior but cooler near the central coast Wednesday; morning fog on the coast; light to moderate north-west wind off the coast.

Closing time for Too Late to classify Ads is 1:30 p. m.

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MODEL AIRPLANES LOST IN FLIGHT; REWARDS OFFERED

Medford Prop Nuts, model airplane club, had a preview today of the contest scheduled for next Sunday at 9 a. m. at the flying field on the Agate desert half a mile south of Bybee bridge.

In a final tuning up at the field Sunday, Ed Sims sent his model plane aloft for 24 minutes and 45 seconds and Arlon Skinner's model went out of sight in 30 minutes and was lost. Allen Buckingham lost his plane last Saturday. He watched it for 60 minutes and then it disappeared into a cloud.

Rewards of \$5 and \$3 respectively have been offered for the return of Buckingham's six-foot yellow and black ship and Skinner's four-foot black and red plane. Anyone finding or knowing anything about the lost planes may telephone the club's secretary, Don Cook, at 4219 after 6 p. m. or notify the owners themselves, Skinner at 1004 East Main street and Buckingham at the Crest, 213 West Main street.

New Frog Species

Pittsburgh (U.P.)—A new species of American frog has been discovered in the Gulf coast area by two members of the staff of Carnegie museum here. Named by the scientists "rana sevosu"—the dark gopher frog is easily mistaken for a toad.

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No Treasure
Santa Cruz, Cal. (U.P.)—Guided by a map furnished by an old Indian, Dr. William Thompson, dentist, and Ned Bennett, machinist, started digging for legendary buried treasure on the Joe Majors ranch. They abandoned the task when they struck bed rock.

He's In the Army Now
Astoria, Ore., June 10.—(AP)—David Gressell, 22, declared physically unfit by the army earlier this year, underwent a hernia operation in Portland and hitch-hiked back to Astoria in time to pass an examination and be included in this month's draft quota.

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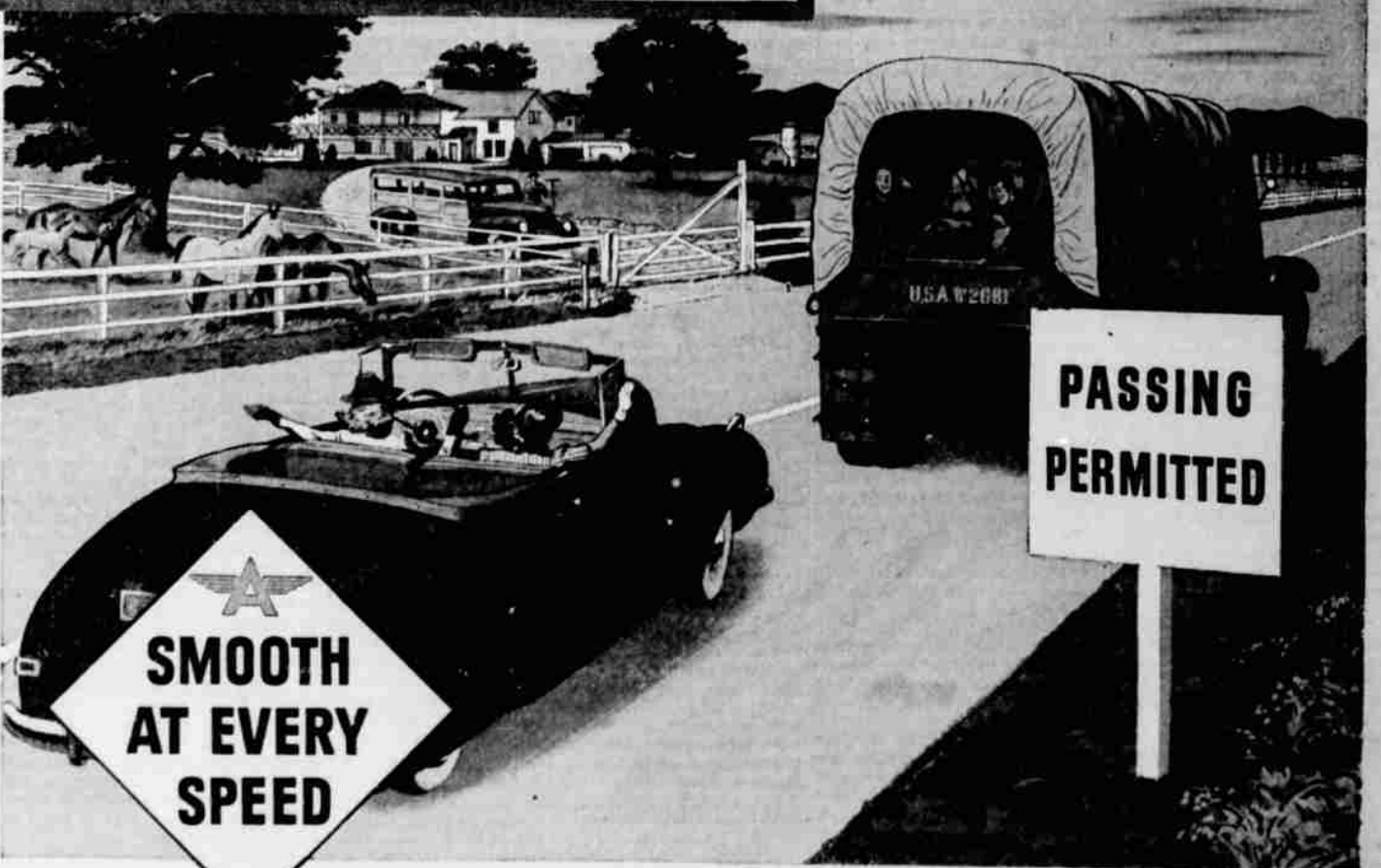
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