

Treharne

Mr. Jannsen from Beaverton drilled the well for Koster at Treharne.

Miss Dorothy Wright from Portland is visiting at the home of her sister, Mrs. Tackett.

Mr. and Mrs. E. Sunell and children spent the week end with relatives at Astoria.

Mr. and Mrs. Sidney Baker and family and Walter Barnes spent Sunday at the home of his parents at Sherwood.

Mr. and Mrs. George John and family spent the week end at Tillamook.

Mr. and Mrs. Roy Barnes and Mr. and Mrs. Otto Goertzen from Vernonia were guests of Mr. and Mrs. Tackett. Mr. and Mrs. Bays were visitors.

Mrs. C. Reynolds' mother, Mrs. Holt, who is visiting her, fell and was injured. She is improving.

Betty Thacker is visiting at the home of Mrs. Melis at Mist.

GRASS SEEDING IS TO BE INSPECTED AUGUST 11

The grass seeding on 640 acres of cut-over land by H. B. Howell, superintendent of the Astoria Experiment station, will be inspected next Wednesday, August 11, at 1:30 o'clock.

This seeding was made to determine the possibility and value of seeding logged-off land for pasture purposes on a large scale and then placing livestock on the land to graze it. There are 95 head of beef cattle on this range at the present time.

Those wishing to attend this tour will assemble at the Northup creek junction about four miles down the river from Birkenfeld at 1:30 p. m. at which time Mr. Howell will lead the way out to the range which is about four miles from the main Nehalem highway. In order to drive through this range a special road has been built. All farmers who are interested in this special seeding work are invited to make the trip.

OREGON TRAFFIC DEATHS (Earl Snell, Secretary of State)

The publicity given the safety work promoted by my department and the general use of the material sent out on this important matter, is most encouraging and gives cause for hope that definite results will be attained. The newspapers in every section of the state have shown their desire to assist in this work, and many columns of space are devoted to it weekly.

There are almost as many ideas of how to meet this problem as there are people. Ask any group what action they would take and you will get a variety of answers that will not only show an amazing divergence of opinion, but also a most interesting variety of plans for improving driving conditions on our streets and highways.

Those who have made a study of this problem appear to be agreed on only one thing - that something must be done. The large amount of favorable comment is greatly appreciated - and criticism is just as welcome. The motor vehicle operator who goes to the trouble of writing to tell us where we are wrong and the

editor who devotes his space to suggesting things that should be done and are being neglected, are equally conscious of the traffic safety problem, and doing something toward its solution. Regardless of his own belief, the fact of his interest is proof conclusive that results are being obtained.

Education and enforcement are the two necessities at the present time. They can be brought about in the fullest degree only by an awakened public conscience, an

aroused and militant demand for safety. Discuss the problem with your neighbors and friends, your officers and your courts.

Suggestions are welcomed. Many valuable ideas have been received from people reading these weekly articles. If you have a remedy to present, it will be appreciated and receive careful consideration.

FIRST AID CLASS TO BE ORGANIZED

A meeting is called for Mon-

day night, August 9 at 7:30, in the Oregon Gas and Electric office to organize a life saving crew. Any one having had life saving test or first aid test is asked to attend and help in this worthwhile project.

The purpose of this first meeting is to select instructors and lay out the courses necessary to pass in order to qualify for a life saver.

On Wednesday evening at 7 p. m. at the swimming pool the first instructions will be given.

Any one interested in taking this life saving course is asked to leave his name with Mr. Fisher, Mr. Nichols or Mr. Dewey, and they will be enrolled. There will be no charge for this, and in learning it you may some day save a life and even if you are never called on to demonstrate your ability as a life saver, you will have that confronting feeling that you could do it if the necessity arose.

Life Saving Committee
J. W. Nichols, Sec.

Cruising for Fun

Shimmering Lakes and Towering Peaks of Oregon's Cascade Range Viewed by Motorloggers on Trek Up 260-Mile Skyline Road

This newspaper is co-operating with The Oregonian and the Oregon State Motor association in presentation of a series of motorlogs under the general title, "Cruising for Fun." It is hoped thereby to stimulate tourist travel and increase appreciation of Oregon's recreation facilities. This article has been condensed from a full-page article appearing in The Oregonian, August 1.

BY J. LYNN WYKOFF
Staff Writer, The Oregonian

"The Oregon Skyline Trail follows the summits of the Cascades of Oregon from Mount Hood to Crater lake, a distance of about 260 miles. Some day it will be the wonder way of Oregon."

"The present trail is a combination or connection of rough mountain trail and road, located or constructed in disjointed manner, at different times by forest rangers, stockmen, miners, trappers and Indians. . . . The average elevation of the trail is about 5400 feet. . . . Eventually it may be made into a highway."

These excerpts are quoted from "An Ideal Vacation Land—The National Forest of Oregon," a comprehensive booklet published by the United States forest service in 1923. And a recent trip over the Skyline route by the white Oregonian-Oregon State Motor association travel car, with Secretary of State Earl Snell, Sheriff A. C. Burke of Marion county and the writer as passengers, demonstrated the accuracy of that 14-years-ago prophecy.

The Skyline trail has been made into a highway. Not a wide, smooth or straight highway, to be sure, nor one conducive to high speed, but a thoroughly enjoyable auto road, easily negotiated in less than two days, offering some of the grandest mountain and lake scenery of the state, if not the entire Pacific northwest.

Trip Begun Monday

The motorlog car left Portland early Monday morning, rolled down the Pacific highway to Salem, where the two official guests were taken aboard, then headed east through Stayton and Mill City toward the Santiam pass. Pavement is the rule as far as Mill City, with a short stretch of good gravel road beyond. Soon, though, the route becomes rough, rocky and narrow as it follows the tortuous canyon of the rushing North Santiam river.

At Detroit the motorist encounters construction work in progress, extending almost to the juncture of the North and South Santiam routes. Over this part of the road the going is slow, although a good grade and wide curves presage an excellent piece of highway construction when it is finished.

Shortly before its juncture with the South Santiam route, the highway changes to smooth gravel with wide sweeping curves, and after passing the junction, skirts beautiful Blue and Suttle lakes. From Sisters the route is over pavement to Bend, where the motorlog group stopped briefly for lunch, then southward on The Dalles-California highway, speeding along through central Oregon's pine forests with Broken Top, Maiden peak, Diamond peak, the three Sisters and other mountains of the Cascades towering to the west.

Soon after passing the little town of Chemult is encountered the paved road leading directly toward the mountains, with Crater and Diamond lakes waiting at the pavement's end.

A good night's sleep and breakfast at Crater Lake lodge, the too few minutes available for gazing in awed admiration at the shimmering indigo of the lake, and the trek north was under way.

As the highway leaves Crater's



Sheriff A. C. Burke of Marion county, left, and Secretary of State Earl Snell admire a Skyline scenic vista—Elk Lake with Bachelor butte looming in the background.

rim the motorist begins to get an idea of what will be encountered throughout the 260-mile trip: Ahead, beyond a vista of sweeping fir-clad ridges and valleys, Mount Thielsen pokes its sharp pinnacle 9178 feet skyward, with Mount Bailey seeming no less altitudinous, despite its more rounded peak. Between the two nestles the sparkling expanse of Diamond lake, while Bald butte and Hemlock butte rear upward in the background.

Out of Diamond lake the Skyline road rapidly gained altitude, until its narrow but surprising smooth dirt surface was winding along a high ridge, through the lodgepole pines of near-timberline. The entire section of road, including the crossing of Windigo pass, was dry, reasonably smooth, and well engineered to eliminate steep grades. The drive around Crescent lake offers the motorist a delightful view of mountains and water, culminating in the arrival at the attractive resort situated on the lake's north shore.

Odell Is Largest

Less than ten miles north of Crescent lake is Odell lake, largest of the lakes adjacent to the south portion of the Skyline route.

At the town of Crescent Lake is encountered one of the few signs of civilization seen on the entire Skyline road—it is the rails of the Natron cutoff, Southern Pacific's cutoff from Eugene to Klamath Falls. Turning north from Odell lake, however, the Skyline traveler soon forgets this momentary intrusion of modern progress as he passes 6990-foot-high Kakiaks mountain, glimpses towering Maiden peak to the northwest, and sees numerous other high mountains, many white with snow, ahead.

Nestled in a valley is Davis lake, nearly as large as Diamond, Crescent and Odell, but offering variety

in setting with its margin of meadowlands. Elk lake, where the boating and fishing attracts many central Oregon vacationists, has a delightful



Map indicates route followed by motorlog car.

setting, with grim-visaged Bachelor butte seemingly rising almost from the water at its west shore.

From Elk lake the road swings east to skirt the rugged Three Sisters; a 24-mile portion of the Skyline through the Three Sisters game refuge, and over the very shoulders of the peaks themselves was the only section not yet open to traffic. It was still closed by snow, so the motorloggers headed for Bend, passing Devil's lake and Sparks lake.

Merges With Santiam

From Bend the route led again to Sisters, and back across the Santiam highway. Here for a distance of 57 miles the Skyline road and Santiam highway are one and the same.

Although not directly on the Skyline route, Clear lake—the motorloggers' second night stop—is well worth the short time required for a side trip, as are many, many others of the lakes situated from one to several miles from the main road.

Branching from the North Santiam to the South Santiam route, and from the latter on a forest road which passes Fish lake and penetrates a heavy stand of tall first-growth timber, the travel car arrived at Clear lake shortly after 7 P. M.

Recapitulating the day's journey from Crater lake that evening, the motorloggers found they had passed through portions of one national park—Crater lake—and four national forests—Umpqua, Deschutes, Crater and Santiam—and had traversed some of the most rugged terrain in the state on a road which had been surprisingly smooth and easy to drive.

The next morning was to find the white travel car returning to the Skyline road for the continuation of the trip north to Mount Hood.