

THE DALLES-CALIFORNIA HIGHWAY SCENIC ROUTE DIFFERING GREATLY FROM OTHERS

Views to Be Seen on Road Are as Opposite to Those in Other Sections of State as Though on Another Planet—Is 350 Miles of Many Wonders.

TWO main automobile routes run north and south through Oregon. One, the Pacific highway, entering from California at the summit of the Siskiyou, extends on the west side of the Cascade mountains for 352 miles to Portland, and on to the Washington state line at the Columbia river. The other is the Dalles-California highway, often called the Central Oregon highway, which branches south from the Columbia river highway at the Dalles and thence for many a scenic mile parallels the eastern side of the Cascade.

Both are scenic routes. But the scenery of each is as opposite as if they were on different continents. The Dalles-California highway traverses the high Central Oregon plateau, passing through Dufur, Madras, Culver, Redmond, Bend, La Pine and Crescent, on south to Fort Klamath and Klamath Falls in the Klamath lakes section of south central Oregon. It reaches the California boundary a few miles south of Klamath Falls. Roughly, it is 350 miles long, a route of many wonders.

The Pacific highway will be mostly paved by the end of this year. It will take much longer to carry on the paving programme for the Dalles-California highway. That at present is its main drawback, for it is for the most part a dirt road only. But let it be said for this dirt road that in spring and early summer, before it has been cut up by heavy truck and team hauling, it is dirt road that is better than most paved highway.

Such a road! Smooth, firm, velvety—over it a car is limited only by its maximum speed or the caution of the driver. A rate of 35, 45, 50 miles an hour is easy over-mile after mile of these central Oregon natural dirt roads.

The four south over The Dalles-California highway is a scenic delight to the person who has never traveled it before, a source of ever new interest to the one who has driven it many times. The vastness of the country through which it passes, the great distances, the vistas of mountain and mesa and butte, the wheat-raising plain of central Oregon, the pine forests traversed over long stretches, and ever-present to the right hand the green wall of the wooded Cascades—these make it a trip to be long remembered.

Cascades "Big Peasee."

Always on the right, the wooded Cascades. Range after range of them, extending in a solid wall down through the state from north to south, dividing western from eastern Oregon as by a vast fence. A wooded wall, close alongside, sided at almost regular intervals with the snow-capped sentinel peaks of Mount Hood, Mount Jefferson and the Three Sisters, Broken Top, Mount Thielsen, Diamond Peak and many others.

All the way through central Oregon there is this view of the Cascade range, which is totally unlike any view of it from the west side. The snow peaks of the range are all on this eastern side. From almost any open point on the plateau, two, three, sometimes half a dozen of them are visible in all their rugged bulk as the traveler speeds south. It is this grandstand view, so to speak, of Cascade mountain scenery that gives its great charm to the drive through central Oregon. Yet this is only one of many scenic features of the drive. There is the great plateau itself, a

high plain on which wheat by the millions of bushels is raised. This plain at the most unexpected places is gashed deep by jagged canyons, such as that of Crooked river, where a small stream has cut its way down hundreds of feet into the lava. A quarter of a mile away you would not know such a canyon was within a hundred miles. Suddenly you are upon it, a chasm opening in the ground. The highway descends to the stream and up the other side, and again a short distance away the traveler can hardly realize that the continuity of the plain has been interrupted.

In similar way, only in a canyon vastly deeper and broader, the swift Deschutes cuts through the plateau to the south to the Columbia near The Dalles.

The best roads and possibly the finest scenery on this central Oregon highway are on that part of it between The Dalles and Bend, metropolises of central Oregon, a bustling town on the edge of dense pine forests spreading down from the Cascades. Beyond Bend the road runs through these forests for many miles. Beyond La Pine, however, the huge pines gradually give way to less interesting Jack pine timber, through which the road runs for about 40 miles. This is the least interesting part of the trip, and the one with worst roads. The soil is softer and more sandy than further north, and inclined to rut. But plans are under way for its improvement, and much will be done this year.

Beautiful Timber Again.

Finally, some 40 miles south of Crescent, the road leaves the Jack pine country of stubby trees and ascends up a long, but not hard, hill into beautiful timber again. It descends a similar hill on the other side, and then—

The view that greets the tourist must be seen to be appreciated. He

has emerged into the Klamath lakes country, into the greenest and most fertile of regions, a country of lakes and streams, of vast green meadows reclaimed from the lakes, with rich soil from which enormous crops are produced. A few miles further comes Port Klamath in the Klamath Indian reservation at the head of upper Klamath lake, and 45 miles beyond is Klamath Falls.

This town is the center of a region of immense resources. It taps the largest belt of sugar pine timber in the world. It is in the middle of a great stock and agricultural country, and its future is as bright as that of any city in Oregon.

From Klamath Falls the tourist may go direct to California, or take a side trip to Crater Lake National park and from there cross the mountains to Medford or Ashland on the Pacific highway.

This tour through central Oregon is worth the time of any person. Many native Oregonians have not yet made it. In fact, the central Oregon country is even yet one of the least known regions in the west. But its great possibilities and resources are fast becoming known, and in a few years it will be the scene of a great development.

With the completion of the paving programme on the Pacific and Columbia river highways, The Dalles-California highway through central Oregon will receive attention. In another few years it will undoubtedly be paved for its entire length.

The mere fact that it is not as yet paved should not deter the tourist from traveling it. On this whole highway there are only a few miles of bad road, and they are not bad in the early part of the summer season before cut up by heavy traffic.

No one who has not traveled The Dalles-California highway has traveled Oregon, for the country it traverses is as different from western Oregon as two sections possibly could be.

but it is within the province of the commission to allot a county more than it contributed. The reason for this is that Multnomah county's contribution can be drawn on to a large extent to help other counties.

Counties which do not wish to use the allotment will forfeit the sum and the highway commission can take this money and turn it over to some more enterprising county. There are several counties willing to accept any rejected quotas.

It is the county court and not the state highway commission which designates the market road to be improved. The county court, however, can use the technical skill of the highway department, for the highway commission, on request of the county court, must provide the survey, establish the grade and supply specifications and estimates.

The actual construction of the market road building, however, is under control of the county court. This provision was made to satisfy an element among the farmers opposed to highway construction who contended that a county court can build a road as good as can the state highway commission. Use of the state engineering department will enable the county courts to have expert advice.

Being something new, no standards have been worked out for the market roads. Each road will probably be worked out with regard to the geography of the country and with a view to the class of produce and density of traffic and in a few years some sort of standard market road will be established.

Judging from present indications every county is determined to take advantage of the market road tax law, for applications are being filed with the state highway commission for the engineering advice. Some county courts have asked the commission to designate market roads, but the commission has declined, on the ground that this is a matter in which the county court is the better qualified to judge.

Some Sections Wait.

It is impossible to build market roads all over every county the first year and some sections must wait patiently. The courts arguing the highway commission to select the market road are presumably endeavoring to avoid the responsibility of selecting one road and offending constituents along other roads.

Viewed from any angle, the farmer is the beneficiary of the market road tax. In the first place the greater part of the tax is raised on city and town property, but under the law not a dollar of the market road money can be expended on any road within an incorporated town until all the other roads within the county have been improved. The effect of this is that the city property owner is paying most of the money raised by the market road tax and the farmer gets the road. In return, however, these roads afford the farmer a means of transporting his product to market and will give the farmer an opportunity to bring to market fruit, vegetables and other products which he has heretofore been forced to let waste because of difficulties in hauling the stuff to the nearest market point. In this way market roads should increase production.

These market roads are not intended to be fancy nor high types of construction. They will not be hard surfaced, but built of gravel. They probably will exceed the maximum grade of 5 per cent, the state highway standard, in some places and they may be narrower than the state standard, but the main object is to connect the farm with the market by an all-year road.

The market road idea is in its infancy. With the passage of time, providing the market road tax is not repealed, every county in Oregon will have a system of market roads.

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MARKET roads, built essentially for the farmers and which will supplement the state highway system, are to be inaugurated in 1920. There will be available for the construction of these market roads a sum estimated at approximately \$2,000,000 a year for a period as long as the rural communities desire.

As the state highway system was being developed and the main traffic arteries pushed through toward completion, it became apparent that local roads and feeders must be built which will take care of the origin of traffic in the rural section. There was a complaint from a portion of the farmers that the main trunk highways were not doing them any good. Out of these complaints and a study of conditions came the plan for building roads which would be constructed with the single object of enabling the farmer to cart his produce to market—the market nearest his farm.

Among the elements of farmers has been the desire to "pay as you go" in road building, rather than to float bonds. The market road plan meets this desire. Under the provisions of the market road tax law, it is up to the farmers themselves whether they want a good road to market or no

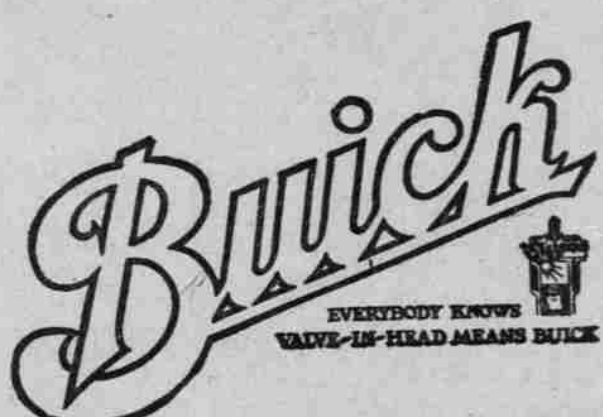
road at all. If they want the road they must pay for it, but they will receive \$2 worth of road for each dollar they put up, for the market road tax is a co-operative proposition.

Submitted to the voters of Oregon by the legislature of 1919, the people in the special election of last June favored the market road tax by a substantial majority. The law becomes operative in 1920 for the first time.

There is levied on all the taxable property of the state a 1 mill market road tax. This money is placed in a special fund and it will approximate \$1,000,000. The state highway commission is directed to make apportionment of this money among the various counties. A county desiring to accept its allotment must raise a sum equal to the allotment by a special tax. In other words, all the assessed property in a county must pay 1 mill on the dollar into the market road tax and another 1 mill must be raised by the county if it wishes to get back the original 1 mill.

Counties Receive Benefits.

It is possible, however, for a county to receive more than it puts into the market road tax fund. Each county availing itself of the law must match the original sum raised in the county,



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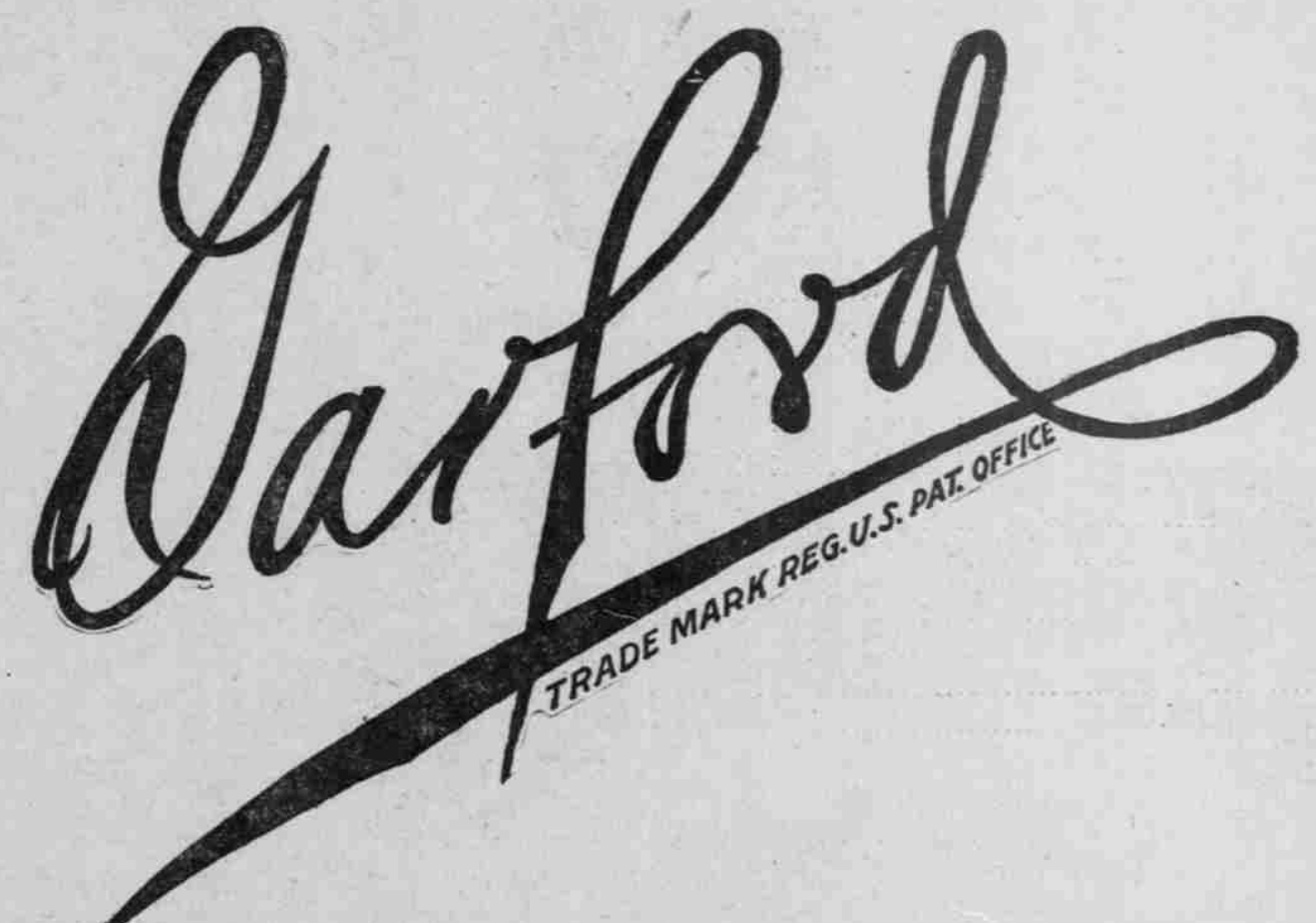
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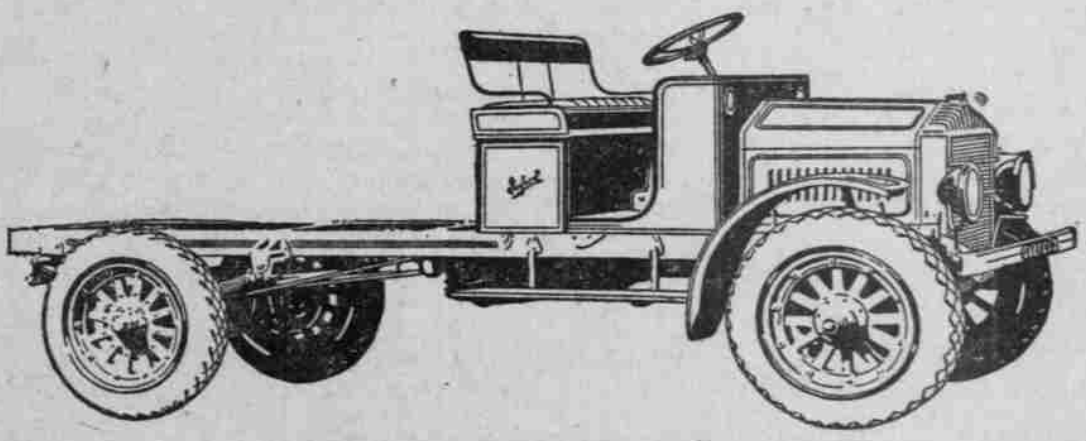
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