

ROAD WOULD TAP SCENIC WONDERLAND

Skyline Highway Proposed Along Summit of Cascades to Reveal Matchless Views of Little-Known Region

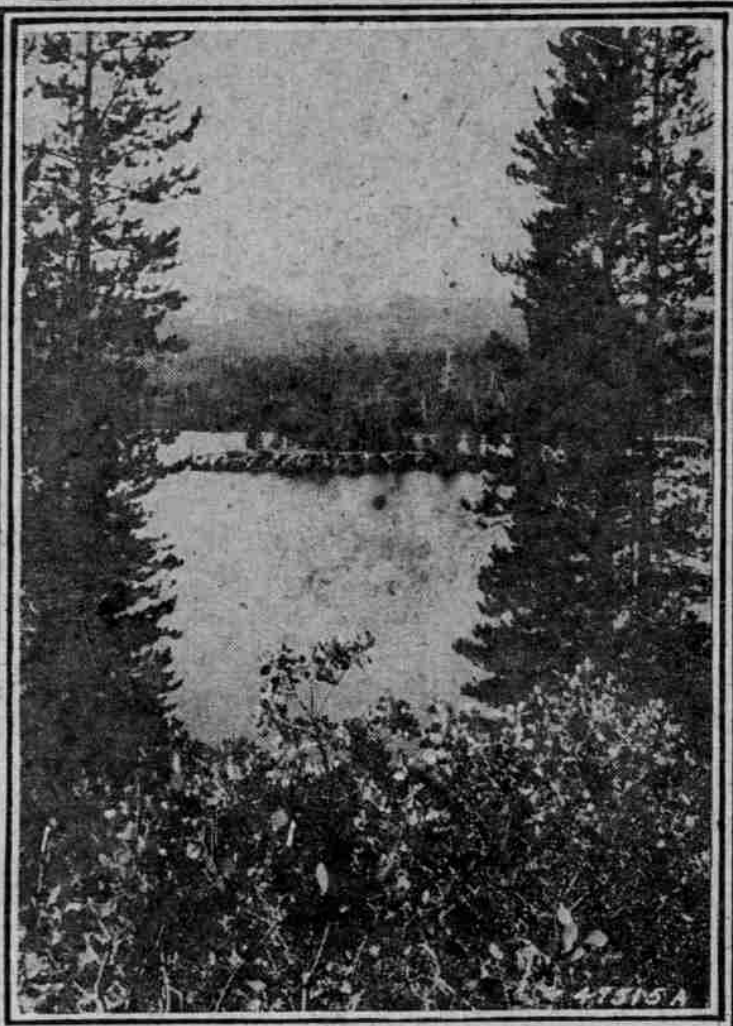


Fir-Ced Slopes Meet Snowline on Route of Proposed Highway



Unsurpassed Views Abound.

Photos Courtesy Forest Service



Crescent Lake and Diamond Isle Would Be Near the Boulevard.

A 200-MILE road which will open up a wonderland of Oregon scenery is the proposed Skyline highway along the summit of the Cascades from Mount Hood to Crater lake. The forest service has been interested in this project for many years, but the earlier dreams and theories have crystallized into real action only during the past year when the Oregon State Chamber of Commerce and the Oregon State Motor association took an active interest in the road, from the standpoint of the development of the scenic resources of the state.

The road will disclose to Oregonians and tourists the vast timber resources of the Cascades, countless mountain lakes of matchless blue in rich green settings, snow-capped peaks, glacial streams and rolling meadows dotted with alpine flowers of brilliant hues. It is such a land as even Oregonians have hardly realized was to be found accessible in their own state.

A little party of forest service men made a three months' exploration trip of the country this summer, traveling with saddle and pack horses. They mapped and catalogued the scenic resources, discovered, named numerous lakes and streams and made estimates for the proposed road.

The distance from Crater lake park to the Mount Hood loop highway is 150 miles in an air line, but the foresters found that to mould the road to the conformations of the mountains and to take advantage of the best route will require a mileage close to 200. Of the entire distance, they say, 150 miles is so simple in contour that a narrow gauge road not exceeding 5 per cent in grade could be installed for about \$700,000 or less.

The remaining 50 miles they found more difficult, since it includes lava crossings, steep slopes and rock work, which will cost approximately \$200,000 for a 5 per cent grade. Their estimates place the total cost at not over \$1,000,000 for a 10-foot wagon road with ditches. More than this, they say, is unnecessary at the present.

Original Estimate Cut.

The original heavy estimate of \$2,500,000 has formed one of the principal objections previously. The party of foresters marked the best available present trail and road route from Mount Jefferson to Crater lake with heavy metal signs enameled "Oregon Skyline Trail," so that horsemen or hikers may now make the trip unaided by guides. The rest of the distance from Mount Jefferson north to the Mount Hood loop will be marked soon so that it will not be long before lovers of the out-of-doors may make their pioneer trips along this summit of the Cascades. Aside from the beauties of the scenery, many other joys are offered the traveler along this proposed highway. From Crater park north to the Mount Hood loop the road winds in and out among hun-

drreds of beautiful lakes and near many others which cannot be brought into the direct Skyline route. The largest, and many of the smaller, lakes were stocked years ago by the state and are now filled with trout. The Skyline party aided last summer by packing out and distributing 60,000 eastern brook fry in 16 of the smaller lakes not accessible to the state fish trucks.

From the South Sister to Mount Jefferson the road opens up one magnificent view after another. Here are at close range towering mountains, massive rock formations, lava fields and their craters of various ages, glacial streams, fields of flowers, and a view of the chasms and canyons to the west, as well as the eastern Oregon plains and deserts.

Game is plentiful in the highlands with black-tail deer just off the Skyline to the westward and mule deer to the east. The foresters saw some

black and brown bear, but not often, since the animals travel chiefly at night. Grouse, once thick in the high mountains, are now rather scarce, due to the severe winters of 1915 and 1916, but they are coming back gradually. Roving ducks and geese frequent the lakes on their migrations, but are seldom seen during the summer months.

Skyline visitors who are interested may, by very short side trips, see the sheep feeding on the high ranges and talk with the old country Scottish, Irish or Basque herders and meet their wonderful dogs.

Will Aid Fire Fighters.

The highway will assist in fire protection of the forest regions of the state also. The use of the airplane is revolutionizing fire protection and patrol, but the broken contour and heavy timber of the western Cascade slope afford no safe landings. Along

the route of the Skyline road are a number of areas which should make good airplane landings and bases. The exploring party last summer found many large flats and benches at various points along the route which they selected for this purpose. The route will be of value, also, in that it will make the stock ranges much more accessible and simplify their administration.

Six highways and roads crossing the Cascades from eastern to western Oregon will be tied together at the summit by the new Skyline. Three of these are now fairly good auto roads and are fast becoming first-class highways. The others are passable to automobiles within a few miles of the summits and are planned to be further improved soon. In addition to these six roads there are four others in fairly good condition which would form junctions with the proposed highway.

BUMPER WHEAT CROP GROWN IN 1920

Oregon Yield for Year Estimated by Government at 21,700,000 Bushels, 4,000,000 Over Average Production—Oat Crop Gains 496,000 Bushels

OREGON farmers produced a bumper grain crop in 1920 and while prices were not as high as those received for crops grown during the war years, still the average was far above the level of pre-war prices. Wheat is the most important crop grown in the northwest, and more attention was, of course, given to this than to the other cereals. The wheat yield of Oregon for the year was estimated by the government at 16,500,000 bushels of winter wheat and 5,200,000 bushels of spring wheat, a total of 21,700,000 bushels. This is a good 4,000,000 bushels over the average production.

In the previous year, stimulated by high prices and the desire to add to the world's depleted grain stocks, the farmers of Oregon turned out 20,495,000 bushels of wheat. The average wheat production of the state for the preceding five years was 17,622,000 bushels.

All the wheat-growing sections of the state contributed toward the increased production and but for some unfavorable weather during the harvest period the gain would have been still larger. Most of the winter wheat was cut and threshed under satisfactory weather conditions, but rain came while the spring crop was being gathered and this caused some loss. In several districts the yield was reduced from 25 to 40 per cent.

Owing to the unsettled market conditions and the unwillingness of many farmers to accept lower prices than those prevailing in the preceding years, the crop has been slow in moving out of first hands, and an estimate cannot now be made of the aggregate value of the crop to the growers. It is safe to say, however, that, regardless of the market's fluctu-

ations, the net return to the Oregon farmers will be much larger than in the years before the war. Oats rank second in point of yield of the Oregon cereals. The crop of 1920 has been figured at 12,600,000 bushels. This is an increase of 496,000 bushels over the production of 1919. The five-year average oats crop of Oregon is estimated by the government at 12,519,000 bushels. In spite of the fact that motor vehicles are now used almost exclusively in the city and the use of automobiles and tractors has increased rapidly in the country, the demand for oats has shown no falling off and they still command a high price in the market.

Barley, on the other hand, is not grown so extensively in Oregon as heretofore. The crop in 1920 was larger than in 1919, but materially smaller than in former years. The production in the last year was 2,720,000 bushels, an increase of 334,000 bushels over 1919. The official estimate of the five-year barley crop of the state is 4,267,000 bushels. Consumption of barley has naturally fallen off sharply because of the cessation of beer manufacture in this country, and the export demand, usually an important factor in this state, is lacking this season. The use of barley for stock feed is providing an outlet for the year's crop. As is the case with oats, feed barley prices are holding at a high level.

Corn growing is each year becoming a more important industry in this state. In the last year the yield amounted to 2,251,000 bushels, which compares with a four-year average production of 1,356,000 bushels. About 80 per cent of the last crop was used for silage. The average yield



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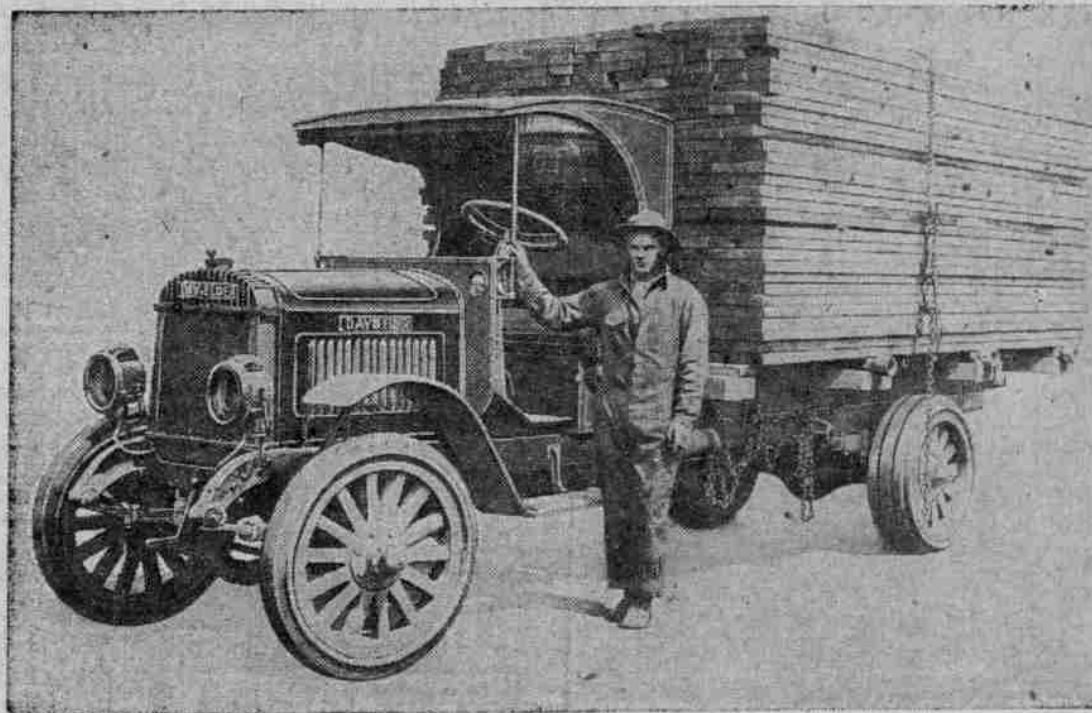
During the present reconstruction period several of the largest truck manufacturing plants are listed as "down," whereas reports from those plants servicing a given zone indicate no cessation of business.

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